

FEB 21 1933

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VOL. XIV

Registered U. S. Patent Office
FEBRUARY, 1933

NO. 1



CAPTAIN BOB BARTLETT HAS JUST COME BACK FROM GREENLAND

On a cold, bleak hill in Greenland, 1,500 feet above sea level, Captain Bartlett has recently completed the erection of a monument to Peary. What a dramatic coincidence that the man who in 1909 was master of the ship which carried Peary to the North Pole should, 23 years later, erect a monument to his memory.

What a splendid compliment to Columbian Rope to have it specified, not only for the construction of the monument but also for complete equipment of the schooner, "Morrissey". All the material and supplies

used were hoisted 900 feet atop a glacier and then transported 5 miles over the glacier by means of Columbian.

Captain Bartlett has just returned from Greenland with glowing tributes of the value of Columbian waterproofing, Columbian quality and almost unbelievable Columbian endurance.

Fishermen need the kind of Rope which gives Captain Bartlett such excellent service. They get it if they insist on Columbian Tape-Marked Rope.

COLUMBIAN ROPE COMPANY

362-90 Genesee Street, Auburn, "The Cordage City," N. Y.

Branches: New York Chicago Boston New Orleans

COLUMBIAN TAPE MARKED ROPE

PURE MANILA

Boston Office and Warehouse

38 Commercial Wharf



LONG TRIPS...HEAVY GALES PROVE THAT MONEL METAL SHAFTS CAN "take it!"



The "Patrick 3", a 63 ft. scallop dragger designed by J. Murray Watts of Philadelphia and built by the Brookhaven Shipyard of Bellport, L. I., for Leonard Patrick of Glen Cove. The power plant is a 110 h.p. Atlas Imperial Diesel Engine and drives through a 3" Monel Metal propeller shaft turning in a Goodrich Cutless rubber bearing.

HAVE you heard about the advantages resulting from the use of Monel Metal sheet for lining fish holds? Some of them are:

1. The fish remain fresher because they are less subject to the danger of bacterial contamination and consequently bring a higher market price.
2. Less ice is required to keep the catch in good condition.
3. Monel Metal lined fish holds are easier to clean.
4. Monel Metal sheathing can be used over a backing of cheap tarred wood in place of the more expensive white pine.
5. Strong as steel with no coating to chip off, Monel Metal protects the hold against wear and tear.



● When the scallop dragger "Patrick 3" was built, both the designer and engine manufacturer recommended that she be equipped with a Monel Metal propeller shaft. The owner wisely followed their advice...and now he's glad he did. After a hard winter of long trips and rough weather, Monel Metal shafting and other parts of this boat's propelling mechanism were functioning as smoothly as the day they were installed!

That's the kind of performance that makes a hit with fishermen... performance that spells safety and *profit*. It means freedom from costly repairs and loss of valuable time afloat...and it brings a sense of security where propeller shaft failure might mean disaster.

When you equip your boat with a Monel Metal shaft, you get a combination of strength, toughness and corrosion-resistance not available in any other shafting material. Monel Metal is strong as steel, with a tough, close-knit structure that withstands heavy impacts and abrasion. Monel Metal shafts never pit or seize, and they polish in with a glass-smooth surface that reduces bearing wear, friction and vibration to a minimum.

Equip your boat with a Monel Metal shaft and notice the improvement in her performance. Your regular boatyard can install one.

THE INTERNATIONAL NICKEL COMPANY, INC., 67 WALL STREET, NEW YORK, N. Y.

Monel Metal is a registered trade-mark applied to an alloy containing approximately two-thirds Nickel and one-third copper. Monel Metal is mined, smelted, refined, rolled and marketed solely by International Nickel.

A HIGH NICKEL ALLOY

MONEL METAL

NICKEL ALLOYS PERFORM BETTER LONGER



Experience, plus the will to do, produces a rope that won't fail you when you need it most - - - and it costs no more to use. Since 1842 fishermen have known that this rope is



NEW BEDFORD CORDAGE CO.

ESTABLISHED 1842

GENERAL OFFICES, 233 BROADWAY, NEW YORK

MILLS, NEW BEDFORD, MASS.

BOSTON OFFICE, 10 HIGH ST.

CHICAGO OFFICE, 230 W. HURON ST.



INSTANT STARTING *and* quick manoeuvring at varying loads

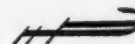
Twenty-four years ago, Charles M. Fauci began to supply fuel oil to the marine trade in Boston. He was the pioneer. Today the Fauci Oil Company organization operates eight boats, and supplies fuel oil to the great majority of yachts and commercial vessels in this section. His boats are well known to Boston, Marblehead, and New England yachtsmen and commercial vessels.

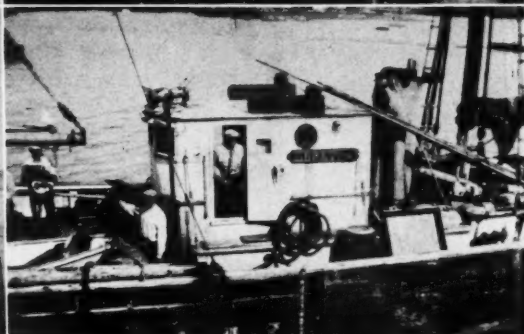
Mr. Fauci uses the Murray & Tregurtha engine that starts and runs on fuel oil using the



Shore heavy-fuel equipment. In his own words: "I wouldn't want a better running engine . . . it is absolutely dependable . . . our service calls for many quick starts, fast manoeuvring and sudden changes of speed, no load to full load . . . it is an abusive type of work . . . the engine is a neat, simple job without complications . . . the boat carries 6,000 gallons of fuel oil at 10½ miles or better . . . there is no vibration, no smoke, no fire hazard . . . it is economical to run . . . I am completely satisfied."

MURRAY & TREGURTHA INC.
NORTH QUINCY, MASS.





Some Boston and Gloucester Captains

Upper Left: Capt. Harry Clattenburg of the Gloucester seiner "Col. Lindbergh".

Upper Right: Capt. Michael Shea of the Bay State trawler "Ebb".

Second Row: Left, Capt. Jerry Shea, one of the Bay State Fishing Co. captains. Right, Capt. Michael Driscoll, also one of the Bay State captains.

Third Row: Left, Capt. Jos. Secillo and chief engineer Secillo of the Gloucester dragger "Governor Al. Smith" owned by Ben. Curcurn of the Producers Fish Co. She is powered with a 150 h.p. Cooper-Bessemer Diesel and equipped with Hyde propeller and Edison batteries. Right, Capt. John Morash on the "Leretha", leaving the wharf at Gloucester.

Lower Left: Capt. Alphonse Daley of the dragger "Rainbow", which is equipped with Exide batteries.

Lower Right: Capt. John J. Gough of the "Frances C. Denehy", owned by the Fauci Oil Co. of Boston.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

"The Fisherman's Magazine"

Published Monthly at 92 West Central St., Manchester, N. H.

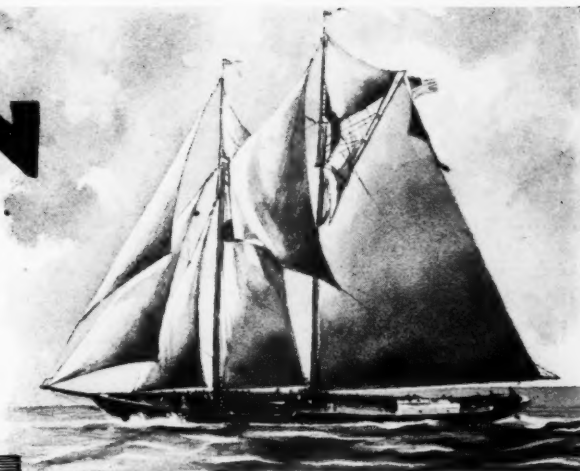
ATLANTIC FISHERMAN, INC., Goffstown, N. H.

P. G. LAMSON, *Publisher and Editor*

10 cents a copy \$1.00 a year In Canada \$1.50

Entered as Second Class Matter February 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879. Entered as Second Class Matter at the Post Office Department, Ottawa, Can.

Member Audit Bureau of Circulations.



VOL. XIV

FEBRUARY 1933

What the Fishing Industry Needs

EDMUND L. Dunn, President of the New England Fish Exchange, believes in the "Buy American" policy, especially in view of the huge importation of foreign fish into this country at prices much less than our cost of production. Just now, it is our only means of defence.

He says: "The imperative need of the fishing industry is protection from foreign competition. Fish from foreign sources is selling in the American market for less than the American producer can supply it. The quantity is large enough in itself to constitute a menace, but even if it were not, the result would be the same. The lower price suffices to reduce the price the American producer can get. It sets the scale for what the buyer is convinced he should pay."

"The protection formerly afforded by the tariff on fish has been nullified by the depreciation of foreign currencies, and by the low costs of foreign labor. Fish can be produced abroad, shipped here in foreign bottoms, and sold here, tariff paid, at a profit. Domestic fish, produced at less than a living wage under American conditions, cannot be sold at the same price here without a loss."

"Obviously, the remedy is to prevent the importation of foreign fish altogether, at least insofar as it competes with the American product, or to erect a sufficient tariff barrier against the foreign product to ensure a return on the domestic product. As foreign conditions vary greatly, and will undoubtedly continue to until the economic relations of the world emerge from their disorder and take on some semblance of stability, such a tariff barrier must be sufficiently flexible in its provisions to afford relief without constant change in its provisions. A bill is now before Congress providing what is in effect a tariff barrier of this sort. It ought to be passed—an effective safeguard of the same nature should have been passed before the damage became so paralyzing and so widespread—and there is more than a probability that it will be, when Congress finally decides to stop talking and do something for the welfare of the nation. In the meantime, the fishing industry, among others, must pay the penalty for the neglect and shortsightedness of the Washington Merry-Go-Round."

"The passage of this bill would allow the swordfishermen and other fishermen to operate this coming season on a sound basis. Wholesale dealers would have no fear that imported swordfish and other fish would be placed on the market at a less price than the cost of fish they had bought and placed in storage. This bill would give protection also to the manufacturer and producer of other products."

Fishing Masters' Association

Representatives of the Massachusetts fishing industry have told the Legislative Committee on State Administration that the State and Nation must come to their aid to save them from ruin caused by competition from Canada and Japan. The continued drop in fish prices, they said, presents a serious problem.

Scores of practical fishermen, among them Capt. Val. O'Neil, Manager of the Fishing Masters Association, told of their losses due to the decadence of the industry. Other speakers were: Charles F. Dutch, Counsel for the Fishing Masters Association; E. H. Cooley; C. J. Halligan, Jr., and Frank S. Davis, Manager of the Maritime Association of the Boston Chamber of Commerce. The speakers agreed that the Federal Government should take some action to even up the difference in cost of imported fish, through the assessment of added duty to cover depreciation in currencies.

Capt. O'Neil said that something must be done very soon to enable fishermen to stay in business.

The Currency Bill

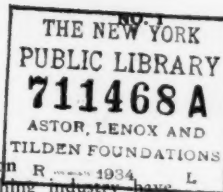
"Because of the depreciated currency abroad, the American fishing industry today is far worse off than it would be if we were operating under free trade under normal currency conditions", stated Representative A. Piatt Andrew of Massachusetts, in expressing the hope that Congress might act this session on the Hill Bill, otherwise known as the Currency Bill, to adjust our tariff rates so as to allow for depreciated foreign currencies.

Massachusetts Fisheries Association

E. H. Cooley, Manager of the Massachusetts Fisheries Association, is strongly in favor of this Bill which has the backing of the fishing industry; and the fishing industry will continue to fight for the accomplishment of the object which is the purpose of this Bill.

Speaking over the radio, Mr. Cooley stated that the provisions of this Bill would correct the grievous injustices resulting from importations from countries having debased currencies, and would overcome the unfair advantages gained by the country of origin, by reestablishing the competitive condition which existed when our tariff law was passed.

Addressing the housewives of the nation, Mr. Cooley urged that, wherever possible, American goods be purchased. He said: "It seems absolutely certain that no prosperity can return to this country until we educate the buyers of this country, or until Congress passes legislation to make our tariff effective."



The Dane Radio Compass and Direction Finder

Its Value for Off-Shore Fishing

Vessels Proved by Capt. Favaloro

THE *Grace F.* of Gloucester, Capt. Frank Favaloro, is now fishing out of Norfolk, and is an object of much interest to skippers fishing in this vicinity.

Before starting South, Capt. Favaloro equipped the *Grace F.* with a Dane Radio Compass and Direction Finder, manufactured and sold by E. S. Ritchie & Sons of Brookline, Mass.

The fact that a reliable and accurate radio compass and direction finder is an essential navigation aid is definitely recognized by the United States Lighthouse Service, Department of Commerce, which is constantly increasing the number of radio beacons along our coast, so that radio compass users may look forward to a steady increase in the radio signal service available.

The Dane Radio Compass and Direction Finder is a custom built radio receiver and loop, scientifically designed for the practical navigator. The loop, with its bearing indicator and adjustable compass dial, is mounted on top of an all metal brass shielded case containing the receiver. In conjunction with the Direction Finder is the converter unit which should be installed at a convenient distance from the receiver. There is included a complete set of tubes, head telephones, loud speaker and radio beacon system chart. Power is furnished by a small special converter unit which is conveniently located near the receiver. The instrument operates directly from the ship's power source.

With this instrument bearings may be taken with the ease comparable to the operation of any standard radio receiver.

The broadcast range is 200-550 meters; the beacon range and foreign broadcast, 700-1900 meters.

Under normal radio receptive conditions, bearings may be taken in an area covered by ten or more Class A, B and C radio beacons.

Radio bearings may be taken to within a fraction of a degree. Standard A.C. tubes are used throughout. Bearings may also be taken from broadcasting stations, a list and position of which are supplied with the instrument.

The Radio Compass may be used as a receiver for weather reports and time signals as well as entertainment.

On the trip of the *Grace F.* South, Capt. Favaloro proved the practicability and dependability of this instrument as a scientific aid to navigation, and as being especially adapted to the requirements of off-shore fishing vessels.

Capt. Favaloro says: "The Dane Radio Compass and Direction Finder has certainly taken the worries out of fishing as far as making a landfall, lightship or radio beacon is concerned. We had two experiences showing its value. One was in Long Island Sound in the fog. We were going down the Sound; it was quite thick, and our compass was away off because of the adjuster not having had any sun when he adjusted it. I tuned in on Stratford Shoal lightship, opposite Bridgeport Harbor, our objective, and went right in.

This was the only time I had been in there since I was fourteen years old, and now I had to go in in a thick fog.

"The second experience was when we left New York. Our compass was leading us astray all the time, but I was able to straighten out the boat with the Radio Compass. We had decided to go right into Norfolk, but changed our minds when we were near Norfolk and went fishing. We got a trip of fish in a few days and started for Norfolk. After an hour, the fog shut in. We became worried and stopped the engine. I reasoned that this situation was what the Radio

Compass and Direction Finder was made for, so I listened in and heard the Chesapeake lightship coming in strong. The loop was pointing in the general direction of the lightship, so I told the boys I was going to give it a try. We started off WxN, but had to shift our course every half hour to W-WxS WSW-SWxW, and finally hit the ship by going SW, so you can see how much the compass was off, and if it hadn't been for the Radio Compass and Direction Finder to check it up, I don't know where we would have landed. I stayed in the pilot house and told the wheelman what course to follow by listening in on the set.

"Another use I find for the set is that when we head in for land, after running for a couple of hours, I listen in on the Chesapeake lightship, and straighten our course out and always find the ship in front of me. Another way I use it is to get a cross bearing of Diamond Shoal lightship and Chesapeake lightship and plot my position that way.

"Everyone here in Norfolk is enthusiastic about the value of the set for off-shore fishing vessels."

The Dane Radio Compass and Direction Finder is a sturdy, compact, practical instrument, and is the result of many years of radio engineering experience. E. S. Ritchie & Sons, manufacturers, have been making compasses for 83 years, and have a practical knowledge of the requirements of fishing vessels.

F. W. Dane, inventor of this Radio Compass and Direction Finder, was for 12 years associated with the Radio Corporation of America. Mr. Dane realized that up to the present time, on account of the expense involved, only the largest vessels had adopted the latest methods of direction finding by radio; and this fact led him to produce an instrument which would make it practicable for smaller vessels to be equipped so as to be able to check their position at all times by radio. The Dane instrument is portable and weighs but 60 pounds complete. Its overall dimensions are: length, 17½ inches; width, 15½ inches; height, 30 inches, including loop which is detachable. This Radio Compass and Direction Finder is the result of Mr. Dane's efforts for two years to produce an instrument that would be compact, durable, economical to install and maintain, easy to operate, and one that would work from any electric current supply.



Dane Radio Compass and Direction Finder
Model D.F. II
(Patents Applied for)

Boston Vessel Saves Captain and Crew of "Dawn Wilkie"

Captain Wilkie Notifies Wife of Rescue by Means of Radiotelephone

THE radiotelephone brought the ocean closer to shore when Captain Leo Doucette of the dragger *Gertrude M. Fauci* rescued Captain Newton Wilkie and his crew from the schooner *Dawn Wilkie* on the high seas, and later the same morning was being interviewed over the telephone by a reporter on land.

That the *Dawn Wilkie* was foundering had become known several days earlier. When newspapers that morning still reported her fate as uncertain, Mrs. Wilkie was on the verge of breaking down. Then the telephone rang. "It's Newton speaking", said her husband's voice. "We're all safe. There's nothing to worry about."

Captain Doucette had picked them up 60 miles off Cape Sable and the *Dawn Wilkie* was sinking when she was sighted.

Capt. Ness of the Forty Fathom fishing trawler *Flow* reported by radiotelephone that for more than 40 hours it was impossible for any one on board to go on deck because of the danger of being washed overboard. He said all were safe and well aboard the *Flow*.

Three beam trawlers and seven draggers came in from the banks and reported, despite smashing seas in South channel, Chatham and Georges, an aggregate catch of 350,000 pounds of groundfish.

Fish Receipts for Year

Fish weighed out of vessels at Boston Fish Pier during the year 1932, amounted to 201,472,675 pounds compared with 201,345,853 pounds during the year 1931, an increase of 126,822 pounds.



Captain Leo Doucette of the "*Gertrude M. Fauci*".

The Captain took them off and, when Captain Wilkie learned he could notify his wife by telephone, he did so at once.

The *Fauci* was bound home with a fare of fish, when she sighted the Canadian boat, almost settled to her scuppers and flying a signal of distress. After the crew was rescued the vessel was set on fire, as it was a menace to shipping and she soon was buried in water and sank from sight.

Through the radiotelephone, Capt. Doucette telephoned to a Boston newspaper, acquainting them of the rescue, and then through the same radiotelephone the skipper called Mrs. Wilkie at St. John, N. B.

The *Fauci* is one of several trawlers which have recently been equipped with the new Western Electric marine radiophone systems that enable them to talk with any other telephones in the Bell System on land through the New England Telephone and Telegraph Company's station in Boston. Captain Wilkie was some 200 miles out of Boston when he called his wife and his voice flashed to the station there and then went by land lines to his home in St. John.

Vessels Caught in Storm

The fishing vessels on the banks were bearing the brunt of the storm on January 27. The Boston trawler *Gertrude M. Fauci* radiophoned it was the worst storm she had ever experienced. The *Fauci's* skipper, Capt. Leo F. Doucette said they hadn't done any fishing for 40 hours; that the crew couldn't get on deck.

"All we can do is keep the bow in the wind and hope the engines will stay with us," Doucette said.

The coast guard radio station at Nahant kept in touch with schooners and trawlers through the early morning. Many were running before the gale with bare sticks and trawlers, like the *Fauci*, were keeping their bows in the wind and hoping the engines would stay with them.



"*Gertrude M. Fauci*", owned by Fauci Oil Co., of Boston.

Largest Haddock

What is believed to have been the largest haddock ever landed at the Boston Pier was taken out by the schooner *Ruth and Margaret*, on January 19, in from LaHave Bank. The haddock was about 35 inches long. A large haddock landed a few months ago measured about 30 inches.

Dredging in Canal to be Continued

Official notice has been received from Washington to the effect that the War Department has granted the petition of the Maritime Association for the allotment from available War Department funds of the amount necessary to carry on the dredging operation through to the railroad bridge of the Cape Cod Canal, involving the correction of a series of difficult bridge approaches and bends, thereby greatly alleviating the present difficult navigating conditions in the canal.

In securing this allotment, the Maritime Association acknowledges the effective cooperation of Senator David I. Walsh, the Massachusetts Fisheries Association, and the Special Industrial Committee on Cape Cod Canal Improvement, of which Committee George L. Graham, Traffic Manager of the American Woolen Company, is Chairman.

When the dredging is completed through to the railroad bridge, navigation of the Canal will be made much more safe for the larger vessels now using it, and passage through the Canal of the large number of fishing vessels that have been accustomed to use it will be facilitated.

Vessel Landings for January

Adventure	112,500	Ingomar	91,000
Alpar	81,300	Isabelle Parker	38,000
Alvan T. Fuller	55,000	Joffre	180,200
Amherst	217,000	Katherine F. Saunders	27,000
Andover	47,000	Killarney	98,000
Andrew and Rosalie	51,700	Kingfisher	42,000
Arthur D. Story	70,000	Lark	314,000
Babe Sears	41,700	Laura Goulart	108,000
Billow	121,200	Leonora C.	78,900
Boston	155,100	Loon	173,000
Boston College	264,500	Magellan	15,000
Brant	147,500	Maine	247,500
Breeze	293,000	Maris Stella	135,700
Brookline	258,700	Marjorie Parker	91,900
Cape Ann	56,500	Mary A.	15,400
Catherine	122,000	Mary DeCosta	50,500
Catherine Burke	56,500	Mary E. O'Hara	240,200
Coot	244,700	Mary F. Curtis	114,700
Corinthian	143,000	Mary P. Goulart	120,500
Cormorant	135,000	Milton	48,300
Cornell	128,000	Minerva	16,700
Dacia	18,000	New Dawn	11,100
Dartmouth	340,500	Newton	273,500
Dawn	98,500	Nina B.	10,000
Donald	59,000	Notre Dame	215,000
Dorchester	197,700	Ocean	149,000
Ebb	266,600	Olivia Brown	70,000
Edith C. Rose	46,000	Patrick J. O'Hara	129,000
Edith L. Boudreau	53,000	Penguin	70,000
Elk	101,000	Pollyanna	48,000
Ellen T. Marshall	216,500	Quincy	178,000
Elvira Gaspar	53,700	Rainbow	65,000
Ethel B. Penney	59,800	Raymonde	92,800
Evelina M. Goulart	59,700	Reliance	63,000
Exeter	48,500	Rhodora	41,000
Fabia	195,200	Ripple	146,000
Flow	303,000	Rita B.	48,300
Foam	201,000	Ruth and Margaret	104,300
Fordham	121,000	Ruth Lucille	79,500
Frances C. Denehy	83,000	Saturn	165,000
Francis J. Manta	27,900	Shamrock	194,000
Funchal	12,000	Shawmut	142,400
Georgetown	120,800	Spray	227,000
Geraldine & Phyllis	87,600	Tide	141,500
Gertrude de Costa	112,000	Trimount	124,700
Gertrude L. Theband	141,000	Vagabond	50,000
Gertrude M. Fauci	102,500	Vandal	46,600
Gertrude Parker	54,600	Venture II	99,200
Gossoon	211,500	Waltham II	37,200
Gov. Al. Smith	24,000	Wamsutta	29,000
Grand Marshall	84,900	Wanderer	217,400
Hekla	185,000	Wave	136,500
Helen M.	52,800	Whitecap	157,500
Henrietta	64,700	Wild Goose	90,000
Hesperus	161,300	Wm. J. O'Brien	155,500
Holy Cross	210,000	Wm. L. Putnam	85,500
Illinois	295,500	Winthrop	159,500
Imperator	118,200	Yankee	46,900

Cook Becomes Beam Trawler Captain

Capt. David T. Evans, who was cook on the *Cormorant* for five years, took command of the vessel in December and the first three trips landed by him were 79,000, 80,000, and 110,000 pounds of fish. Being in command is not new to Capt. Evans, as he served as mate of British ships previous to coming to this country.

"Marietta B." Now the "Cambridge"

The dragger *Marietta B.*, sold at U. S. Marshal's sale has completed an extensive reconditioning and rejoined the fishing fleet under a new name, the *Cambridge*. Capt. Tony Magnusson, brother of Captain Magnus Magnusson, now on the beam trawler *Hekla*, is to have command.

Sell Fish Earlier at Boston Pier

Starting Monday morning, January 16 sales of fish from the Exchange platform began at 7:15, 15 minutes earlier than has been the custom. No carts to be filled until 7:30, nor any fish taken from boxes until sold and registered, according to new rules formulated by the New England Fish Exchange.

Finds Steamer at Fault for Collision

The case of the Belgian steamship *Jean Jadot*, which sunk the Boston fishing schooner *Eleanor Nickerson* on LaHave Bank while the steamship was on a trip from Antwerp, Belgium, to New York last February, causing the death of 21 men on the schooner, and which was on trial for a week last November before Judge Mortimer W. Buyers in the United States District Court at Brooklyn, N. Y., has been decided against the steamship company, in an opinion by the court, covering 30 typewritten pages in which the law and evidence presented at the trial were very thoroughly reviewed.

"Mary A." Blown into Canal

Flying a distress signal and practically out of control in the high winds and seas, the Boston schooner *Mary A.*, Capt. Benjamin Clide, on January 26 was blown around Cape Cod, across Massachusetts Bay and a mile up the Cape Cod Canal before her plight was discovered by canal attendants. She was just about to ground on a bend when Canal attaches sighted her and notified Coast Guardsmen who towed her off just before she grazed the bank.

Hauled Up Oil Tank

Capt. Nicholas Cole, skipper of the Boston beam trawler *Georgetown*, at the Fish Pier on January 4th reported that a 300-gallon oil tank was swept up in the otter trawl. It is believed that the tank was the one lost overboard a few weeks previous from the *Notre Dame*. As there was no room for it on board, the tank was dropped back into the sea.

Chas. C. Hutchinson Co.

Harry Oakes, Manager of Chas. C. Hutchinson Co., 175 State St., Boston, states that they are now distributors for Hy-grade marine lamps and Longines watches. They have on hand the latest charts.

Rigid Inspection of Foreign Fish

THE state of Massachusetts, cooperating in the "Buy American" movement, which is now sweeping the nation as a means of aiding the country to pull itself out of the financial depression and put some of the millions of jobless back to work, rendered invaluable help to the fishing industry, one of the largest industries within the state, by its rigid inspection of fish from foreign ports during the past year.

This information was revealed by Director Raymond J. Kenney of the Massachusetts Division of Fisheries and Game when he made public a report of the activities during the past year of the state inspection of edible fish.

Attempts by Japanese fish wholesalers to capture from Massachusetts sailormen the important and valuable sword-fishing industry, was given a severe setback by the condemnation of thousands of pounds of these big fish, shipped half way round the globe to compete with those lily-ironed by Boston and Gloucester fishermen off the New England coast.

Importations of lobsters from Nova Scotia in Canadian government subsidized vessels, were larger last year than ever before and each cargo was closely examined. These examinations resulted in 193,136 pounds of lobsters being thrown into the discard without being landed.

When this is contrasted with the fact that only 28,767 pounds of lobsters caught by New England fishermen and arriving at Massachusetts ports were found unfit, it shows the manner in which the state is jealously guarding its own industries.

Of the nearly half million pounds of fish condemned last year under the direction of Inspector Millett, more than half of the amount condemned came from foreign ports, and only a small fraction of the hundreds of millions of pounds of fresh fish brought in by New England fishermen was found below the grades demanded by the inspection.

Maine Lobster Fishermen Polled for Views Asked Whether They Favor Present Law, Nine Inch Law, or Double-gauge

By Alfred Elden

THE Maine Legislature confessing itself dazed by the conflicting views of fishermen and dealers as to what should constitute the legal size of lobsters caught in Maine waters, appealed to Commissioner H. D. Crie to obtain data on the matter.

To that end Commissioner Crie on January 20th placed in the mails 3,000 post card questionnaires, in response to which the fishermen and dealers are asked to say whether they favor—

The present law

A 9-inch law

or

A double-gauge 9 to 14-inch law.

A second choice is also solicited.

The controversy now prefacing legislative action has been accentuated by the double-gauge proposition, in opposition to which many fishermen have already gone on record.

A tariff on Canadian lobsters as previously advocated by Commissioner Crie, meets the approval of most fishermen.

Lobstermen from most of the coastal counties of the State gathered in the hall of the House of Representatives on January 18th to discuss the proposal to legalize the taking of crustaceans nine inches in length instead of the present 10½ inch minimum.

A bill to reduce the legal length was to be introduced in the House by Goudy of South Portland.

Dealers present were unanimous in advocating a reduction to meet the nine inch lengths of Canada, New Hampshire, Massachusetts, Rhode Island and Connecticut.

On the dealers' side were fishermen from York and Cumberland counties while fishermen from other counties up the coast—who represented the majority of the approximately 2,700 licensed lobstermen in Maine—stood firm for retention of the 10½ inch length.

Among the speakers for retention of the present law were H. A. Johnson of Swan's Island, Harvey Barlow of Lincoln County, Elroy Johnson of Bailey's Harbor; O. A. Richardson of Sagadahoc County; Frank Raymond of Vinalhaven; Sidney Davis of Port Clyde; Eugene Love of Vinalhaven; D. H. Look and Joseph Crowley of Washington County. Among those speaking for a nine inch law were R. P. Smith of York Harbor and Woodbury Snow of Rockland.

Abner J. Harris, of South Portland, owner of lobster pounds at Cundy's Harbor, and veteran dealer, is working hard for the straight nine-inch law. He says an objection to the double-gauge law is that it would place the fisherman in double jeopardy, or make him liable to two fines, one for short lobsters and the other for long ones. The double-gauge he believes would increase the "bootlegging" of lobsters.

While Director Crie points out that the putting back of lobsters more than 13 inches overall would protect those crustaceans that are the largest seeders or egg bearers, Harris says the State already protects its seed lobsters by making it illegal to take them from the water regardless of size.

Director Crie has held meetings all up and down the coast to get the views of the lobstermen. Personally he endorses the so-called Herrick double gauge law. This permits taking all lobsters between nine and 13 inches and throwing all others back. He has considerable support, although many fishermen prefer a straight nine-inch law permitting them to take everything over that length. This would give them at least an equal chance with Canada.

John E. Willard, of the Willard-Daggett Co., one of the largest dealers in Maine is for the straight nine-inch law. He says the present 10½ inch law makes it hard for Maine to please its Summer visitors who are forced to pay big prices for Maine's large lobsters. The law also reacts unfavorably against Maine hotels and restaurants.

E. E. Allen, of Tenant's Harbor, favors a nine-inch law. He says: "About all the fishermen down this way are against the double-gauge lobster law. The consensus of opinion seems to be that if the law is going to be changed, reduce the length of lobsters to nine inches and get a tariff on Canadian lobsters, and stop shipping lobster meat into Maine."

"The government is making a great ado about the farmers, telling how badly off they are. Why not give the fisherman a break and legislate a little for them. The slogan is now: Buy at home, or buy in America. Why not buy American lobsters and sardines? If the government wants the people to buy American products the government has got to put a tariff on these things to keep out this competitive stuff that is being sold all over the country."

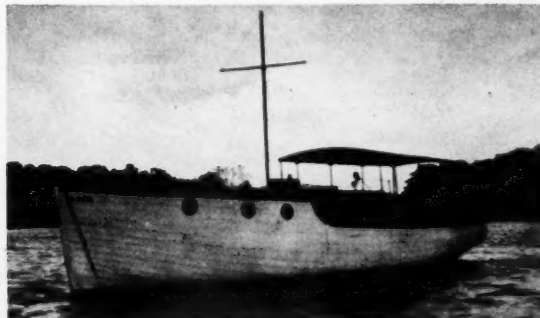
Sidney H. Davis, of Port Clyde, says: "Let well enough alone. Maine still holds prestige as a lobster State and will continue as long as we exclude those small sized lobsters from the Provinces."

"Regardless of what they tell us a 9-inch law will be disastrous to the fishermen of Maine. It's a foregone conclusion that when we increase our supply we will reduce our price. It isn't the supply that we are finding fault with, it is the price. We are in the same boat as the Western farmer. He finds no fault with his production but does with the price."

"Things are bad for the fishermen and they need a break. If any one thinks that we will get that break by adopting a 9-inch law they are only fooling themselves. The fact that so many of the fishermen want to retain the present law is proof enough that we had better not jump from the frying pan into the fire."



Ike Poole and Bob Boyd, wholesale and retail fish dealers and fishermen's supply dealers of Boothbay Harbor, Me.



Party boat owned by A. M. Bragdon of York Village, Me. Length 39 ft., beam 9 ft. Buda 85 h.p. engine, Shipmate Range.

Sardine Industry Must be Protected

What will be the outcome of the hearings between the U. S. Tariff Commission and the Maine sardine packers? Time alone can tell. Maine packers need protection but whether the Commission will recommend it is moot. It is a wider question really than just that. The question is, are we to continue on the path of more and more protection? We must if we are to meet competition from abroad with goods produced at incredibly low prices. If we are not going to grant more protection, then our great sardine industry which is built behind the protective wall will simply go to pieces before it can readjust on a new basis. This plea of the Maine packers is a part of the plea of numerous other American producers and these combined arguments unite to form the case of protection versus free trade which must be met. The Maine packer is opposed by a powerful organization which is fighting for continued entry of the imported sardine. This year's activity in our Maine plants depends entirely upon the outcome of the fight. If present conditions continue they will sound the death knell for the sardine industry in Maine.

Portland Arrivals

Nearly 110,000 pounds of groundfish, the largest day's receipts since last Spring, were landed at Portland on January 4th by 12 vessels. The fares were the *Aberrance*, 20,000 pounds; *New Dawn*, 12,000 pounds; *Benjamin Thompson*, 10,000 pounds; *Richard J. Nunan*, *Fannie Belle* and *Georgie Bowden*, 9,000 pounds each; *Alice M. Doughty II*, *Eleanor* and *Verna G.*, 8,000 pounds each; *Elinor* and *Jean*, 7,000 pounds; *Bernie* and *Bessie*, 4,500 pounds, and the *Alice M. Doughty*, 4,000 pounds.

Left Gear on Fishing Banks

A howling gale on January 20 made the *Richard J. Nunan*, Capt. Fred Thompson, pick up her 14 dories in a hurry and run for Portland leaving 24 tubs of trawl on the banks. The rest of the fleet did not venture out.

"Thomaston" Damaged

The starboard bow planking of the Gloucester dragger *Thomaston* was ripped off near the anchor cable as the craft lay at anchor off Cape Neddick. Capt. Hans Norton managed to make Portland with the crew manning the pumps. Some floating menace is thought to have inflicted the damage.

Changes in Skippers

Schooner *Alice M. Doughty* has a new skipper in Captain George Johnson, of Bailey Island, and he has shipped an all-Bailey Island crew. Capt. Henry Dyer, of Great Chebeague Island, gave up his command. Captain Ellsworth "Sam" Doughty has taken command of the schooner *Annie Louise* which has been idle since the swordfishing season and will trawl out of Portland.

Capt. B. F. Woodbury

Captain Benjamin Franklin Woodbury, 100, oldest resident of Long Island and dean of Casco Bay fishermen, died at his home, January 26. He went to sea as a fisherman when he was 12 years old and had fished every fishing ground on the Atlantic coast from Newfoundland to Block Island. There was no branch of the fisheries that he had not followed. When he was born there were only six families on Long Island.

Sebasco

Eugene Perry, local boat builder, is building a 33 ft. boat for Capt. Charles Deering of Cundys Harbor, to be used in gill netting and outside lobstering.

After several years ashore, Capt. Alvah Wallace is at present engaged in lobstering off shore, and doing well.

Capt. "Dick" Greene of Portland is fishing from Sebasco this Winter.

Cundys Harbor

Capt. Malcolm Whidden, local fisherman, is working on a 23 ft. boat for himself.

Sloop *Georgie C. Bowden*, Captain Earnest Darling, is the only local boat engaged in line trawling at present.

Monhegan Hit by Storm

One of the hardest hit communities which have suffered from the late destructive storm is Monhegan.

Lobster fishing is the principal business in Winter.

The lobstermen have their own code and it is based on common sense. Instead of trying to over supply the market with the crustaceans down to 10 cents a pound, they stopped and waited for a price of 20 cents.

This arrived and they set their traps the very day before the disastrous blow.

Probably 3000 traps were put out newly baited and when after the storm they put out to pull them fully one-half were lost—every trap means a \$3 investment.

Buy American Lobsters

By Commissioner H. D. Crie

THE precious crustacean is foremost in the minds of every person when they are considering a banquet. All the dinners given in honor of the great diplomats are not quite complete unless lobsters are included in the menu, because they are the king of all denizens of the deep, and American lobsters lead all others in toothsome and flavor because they are taken from waters of the American Coast filled with sparkling crystals of purity. No other lobster can be expected to have the flavor of the American specie because the conditions in which they live and grow are ideal for health, sweetness of flavor and tenderness of tissue. American lobsters are rich in all of the ingredients that promote a good, healthy diet. God blessed all the American people with a bountiful supply of this choice food.

The time has come when our American people should rely more on the products taken from the coastal waters of America for their food supply, and the American lobster takes first place in the minds of all.

Lobster meat is not an expensive food. It has been proven beyond any question of doubt that a pound of lobster will go much farther than a pound of chicken and here is the comparison: Two hens weighing 9¾ lbs. and costing \$2.93 at 30c per lb. were purchased. The removal of the feet, heads and entrails brought the weight down to 7 lbs., or 49 9/10c per lb. One and three quarters lbs. of dressing were used, and after roasting, the net weight, with the dressing removed, was 4¼ lbs., bringing the cost to 69c per pound. The bones and the skin weighed 2¾ lbs. leaving only 1½ lbs. of edible meat. This made the average cost \$1.95 per pound or 12 1/5c per ounce for the meat from the chicken. The two hens delivered only 15.4% of the meat paid for. Lobsters in the shell costing 30c per lb. on the shipping end, represent only \$1.50 per lb. or 9¼c per ounce for the meat.

Our American lobster fishermen are fighting a hectic battle against the elements of nature, and they take the wind and weather as it comes to furnish lobsters for the American people, and to try and earn a living for themselves and their families. Every time you buy an American lobster you help to encourage an American fisherman in a struggle for his actual existence. Practically no article used in a lobster fisherman's equipment has been reduced in price in comparison with other commodities, while the price of lobsters has fallen far below normal.

The cause of such a reduced price in our high grade American product is because lobsters from another country are flooding our markets. Every lobster that you buy that is not taken from American waters encourages foreign competition and discourages the American fisherman.

No lobster equals American lobsters in flavor because all others are carried many hundreds of miles in cars, boats or trucks before they even reach our markets. The real flavor of the lobster is not there, and one American lobster is worth more than a dozen others.

If you are looking for satisfaction and a real lobster flavor buy American Lobsters and encourage American production, for that is the only way we can expect to bring America back to prosperity.

"Vagabond" Ashore New Bedford Vessels Tied Up by Storm

By J. J. Killigrew

SHIPPING in and out of New Bedford remained at a standstill on January 28 as the storm which raged for three days continued unabated. One of the highest tides in years rolled in and in several instances, particularly at Homer's Wharf, swept over walls and ran three or four feet inland from the pier's edge.

Scores of boats were tied up along the waterfront with the tide threatening to carry some of the smaller ones high and dry. After a rough trip up from the Vineyard, Steamer *Marthas Vineyard* planned to cancel the return trip while the *Nantucket*, which was able to make but one run in three days, did not venture out from that Island on the 28th.

The fishing schooner *Julia*, only New Bedford craft to set out for the grounds, was back at Pier Three on the 27th a few hours after leaving. "We got half way to Woods Hole and found it was blowing a gale", her captain said.

The *Friars* came in on the 27th after fighting the storm for two days in an unsuccessful attempt to fish. Other of the larger craft in port were the *Newfoundland*, the *Viking*, the *Mary M.*, the *Ivanhoe*, and the *Mary and Julia*.

"Vagabond" Ashore

The 125 ft. dragger *Vagabond* of New Bedford, now fishing out of Boston, and owned by Capt. William Westerbeke, bound for Boston from Georges Banks with 17,000 pounds of mixed fish, went aground in a thick fog on January 22, striking the outer edge of the bar midway between Pamet River and Cahoon's Hollow.

The men were taken ashore at Truro by the Pamet River Coast Guard crew, while the schooner was badly battered.

Three days later she was hauled off, without suffering any serious damage, by the cutter *Cayuga* and towed to New Bedford. The following day came a Northeast storm that would have broken her to bits had she still been there.

Four years ago the *Vagabond* went ashore in a fog at Orleans, not many miles from this scene.

Torn from Moorings

The Nantucket lightship, whose post marks the treacherous Nantucket shoals and is considered the most important beacon on this side of the Atlantic, was torn from her moorings and drifted 35 miles toward the open sea from Vineyard Sound. The famous lightship proved her seaworthiness, however. Under her own power and with her anchors dragging she faced the teeth of the 75-mile-an-hour gale, until it abated somewhat. Then she put about and struggled slowly back to her moorings. The best she could do against the giant combers was three knots an hour in returning to her charted position.



Capt. Joseph Whalen and his crew of the "Vagabond". The crew includes John Muise, engineer; Fred Quinlan, cook; Gus Whiffin, Martin Whalen, James Hanlon, Martin McDonald, and Phillip Basquez.



The fishing schooner "Vagabond" after she went aground in a fog near Truro on January 22.

Clinging to a table, as it was tossed about the radio room in the lightship, the radio operator sent out terse warnings to vessels approaching the shoals. All steamships European-bound use the lightship as point of departure for the broad Atlantic and incoming steamships use her as a guide.

The lightship was withdrawn from its station on February 3 and went to the Chelsea lighthouse depot for repairs. Her place was taken by a relief lightship which was outfitted and received fuel oil at New Bedford. The relief lightship is to sound a three-second blast every 15 seconds in place of the air oscillator with which the regular lightship is equipped.

The Killigrew and *Friars* were fishing together on Cultivators Shoals when the storm struck. The gale separated them and the *Friars* made for her home port, New Bedford. The Killigrew hove to for two days and nights, drifting from 75 to 80 miles, trying to pick up Nantucket South Shoals Lightship.

"Kathleen" Now "Portugal"

Capt. Pereira has bought the schooner *Kathleen* and has changed her name to the *Portugal*.

Barnstable

The Barnstable Freezer has been storing cranberries in their freezer this Winter, but will operate their boats and traps this Spring, under the supervision of Capt. Boudreau.

Plymouth

After a fairly successful Fall herring season, Plymouth is the scene of cod fishing activity, there being 15 boats including trawlers and gill netters. George Sampson, local wholesale dealer is handling several thousand pounds of cod daily.

Among the Landings at Fulton Market for January

Brant	132,300	Martha M. Murley	46,000
Chas. E. Beckman	12,000	Mary	49,000
Chas. S. Ashley	49,000	Mary and Julia	58,000
Charlotte	20,000	Mary P. Mosquita	22,000
Clinton	38,000	Mary R. Mullins	27,200
Dagny	12,000	Morse	16,000
Evelyn G. Sears	18,000	Natalie S.	11,600
Fannie S.	10,000	New Bedford	48,000
F. M. Craft	15,000	Newfoundland	44,000
Four Sisters	24,800	Penguin	121,800
Friars	44,000	Pioneer	47,000
Hope Leslie	17,000	R. Eugene Ashley	69,000
Ivanhoe	51,000	Sea Ranger	90,000
Julia	65,000	Viking	47,000
Katherine F. Saunders	25,000	Wamsutta	20,000
Little Jennie	4,000	Wild Goose	96,100
Mabel Bryson	4,400	Wm. H. Killigrew	69,000

Gloucester Sees Need of Educational Campaign

By E. A. Goodick

MANY believe that under-consumption, as well as foreign competition, is to be blamed for the serious conditions facing our fisheries. If Americans would eat just two fish dinners per week our facilities would be taxed to meet the demand. There is need of educational measures being directed to millions of potential inland consumers. Very few housewives living a distance from the seashore are aware of the proper way to cook salt fish.

Bill to Bar Japanese Fish

Harold B. Webber, Gloucester's representative in the Legislature, whose family has a three-century background in the

the year fish), rock fish, ten to eighteen, and weakfish, three to ten.

Favazza and Curcuru at Norfolk

Captains Peter Favazza and Benjamin Curcuru, interested locally in vessels now engaged in Southern dragging, left on January 15th over land by automobile for Baltimore, thence to Norfolk, Virginia, where the Italian fleet is at present engaged in fishing.

Halibuters Ready

The schooner *Oretha F. Spinney*, Capt. Carl Olson, took on ice on January 13th and started to make her first halibut trip of the year on the 14th.

The haddock *Arthur D. Story* was tied up at the wharf of the Atlantic Supply Co. recently receiving an overhauling of her engine. After the work was completed, she was expected to be fitted out for halibuting.

The schooner *Grand Marshall* docked at the United Sail Loft pier on February 2 and started fitting for halibuting and was expected to go out in command of Capt. Albert Grimes.



The "A. Piatt Andrew", Capt. J. J. Silveira of Gloucester. Equipped with a 100 h.p. Wolverine Diesel engine, Hyde propeller, Edison batteries and Shipmate range.

fisheries, is foremost among those trying to protect the interest of New England fishermen. He has a bill pending which would exclude from Massachusetts the sale of any fish over 21 days old. This would bar from local markets any Japanese fish.

Very Few Vessels Tied Up

On January 18 Gloucester harbor resembled almost some inland lake, for the only active vessels tied up at the local wharves were those of the Italian fleet at the Fort, and there were but few of them.

From the head of the harbor to the Maritime Wharf, the only vessels were a couple of draggers getting ready for sea. And from the Pew Wharf to the Independent Wharf, not a single vessel was tied up, which was actually engaged in fishing.

Along the wharves on Commercial Street there were about half a dozen vessels tied up, and these discharged their cargoes and by night had sailed again for the fishing grounds.

Many of the fleet are fishing off the North Carolina coast, and what few boats remained here were out along the shore dragging or trawling.

Of the ninety-odd boats fishing out of Norfolk, Phoebus and Portsmouth, over forty are from Gloucester and New Bedford. The balance are all from around Norfolk and neighboring ports.

The boats catch several kinds of fish, among them being flukes, prices ranging from four to fifteen cents per pound; scup or porgies, three to seven; sea bass, four to twelve; croakers, two to six (croakers are caught all the year with the exception of February to March, the other fish being all

Fitting for Haddocking

After having been idle at the wharf of the United Sail Loft for several weeks, the schooner *J. M. Marshall* has been fitted for haddocking and sailed the latter part of January under the command of Capt. Ralph Nelson.

Wolverine Engine for "Naomi Bruce III"

A Wolverine engine for the gill netter *Naomi Bruce III* was landed at the Gorton-Pew Machine shop wharf on January 10, and as soon as the *Bruce* was off Rocky Neck railways, she moved over to the Pew wharf where the engine was installed.

MacDonald Fish Corp.

Wm. D. MacDonald, of MacDonald Fish Corporation, wholesale fish dealers, with 50 years of activity in the fishing industry, is making plans to engage in the wholesaling of live and boiled crabs and lobsters. The lobsters will be kept alive in tanks with clean, running water, and a capacity of 10,000 pounds.

Dane Radio Compass Agency

James H. Goodwin, Diesel engine and electrical expert of Gloucester, has recently closed negotiations for the Gloucester agency of the Dane Radio Compass and Direction Finder. Mr. Goodwin will be in a position to equip and service any boat with this instrument.

Manchester

Charles Le Blanc, who operates a boat yard and builds boats, is dealer for Henderson & Johnson paints and Whitlock cordage, and has 35 boats in storage. He also runs two marine railways.

Vineyard Line-Trawlers Find the First Run of Cod

By J. C. Allen

THE Wheelhouse Loafer who presides over this column begs to announce a discovery at this time. It is, that people do all their growing old at this season of the year, time flying about ten times as fast as it does at others. Anyway, that's the way it seems, when it comes time to scratch out the monthly report from the sea-skimmers of these latitudes, and it seems as if there is little to do save copy the one of the month before.

The daily program for December, January and February varies not one darn unless it is through weather conditions. "Turn out, turn to, and turn in", covers it all. If two boats head to the South'erd and East'erd, two more head Westerly, and the next day the process is reversed. "Sanell of a life."

First Run of Cod

Real fishing around the Vineyard has just about begun as these lines are penned. The bulk of January has gone to looward, and the gang has scratched around on the near-by grounds or gone scalloping as previously reported. But now the line-trawlers are at work and finding the first run of cod, with a sprinkling of haddock hove in for good measure. There are any godsamont of cod, but they are running small and are late in arriving. For the past month the ocean hereabouts has been as barren of these fish as a Kansas prairie, but they have shown up at last, and even if they are small, the gang is cheered. Bait is plentiful, and they will grow.

Record Issuance of Shell-Fish Licenses

Local attention is directed at our shell-fisheries at this time. For years a few men have tried to tell all hands that there is a gold mine around the island if properly developed. The shining example of Edgartown has been held up to other towns, but it wasn't enough, apparently. Then along came the depression, and every able-bodied man who knew which end of a skiff went first, got himself a shell-fish license and went out scalloping. The number of licenses issued this Winter is the largest on record in the County, and it looks as if the danged depression had done some good here after all.

Abolishing Starfish Menace

First of all, Edgartown went out after her starfish, taking advantage of the State's offer to cooperate on expense. The boys began as the scallops fell off, and they have mopped up a slew of 'em, the average catch measuring up about five hundred and fifty bushels a week. They get two-bits a bushel for 'em, which helps out the day's catch if they bring in a few scallops too.

Vineyard Haven became interested, having just done some dredging that seems likely to help the shellfish beds, and having taken a tip from our representative, Capt'n Ernest J. Dean, raised some cash on an emergency measure, and started after her own starfish. About thirty of the commercial fishermen met and talked the thing over, the biggest gang of fishermen ever assembled for any such purpose as far as authorities can tell.

Ernest Barnes from the State Department of Conservation was present, representing the State, and our local State game warden, Gordon Spofford, added his arguments to those of the fishermen, having been around here long enough to size up the situation. The result was that the Vineyard Haven boys are going to scoop up the five-fingers and sell 'em by weight, so that they won't have to dock for any small amount. The shrinkage that has always bothered the boys, is only in bulk, the weight isn't effected at all.

And in Lagoon Pond, where the scallops breed, the starfish are only about the size of a nickel and come up by the millions, mixed with weed. Ernie said that he would recom-



Lobster traps in front of S. Russell Walker's shop at Greenbush, Mass.

mend paying men with small power-boats, five dollars a day to clean up the mess, and it looks as if all hands are satisfied.

Interest has been aroused in all the other towns, and it looks like a tough season ahead for the starfish. Besides all that, the success of the thing at Edgartown, plus the normal interest in the shell-fisheries, has developed a sentiment in favor of expanding the present fisheries to take in territory that will practically double what they now have.

Lease of Chilmark Pond Offered

Another thing that has occurred, is the offer of a new lease of Chilmark Pond to the land-owners' association as it used to be a few years back. Wonderful white perch seining was done there, the perch coming in from sea through openings cut in the beach. With the cancellation of the lease, the perch fishery has gone to pot, and with it the trout, liberated by the state. That one fishery hooks up with the other, has always been known by the old-timers, but it wasn't until Ray Kenney arrived on deck in the State House that the State Department was ready to admit it. All hands feel mighty kind toward Ray, who is willing to jog with our fisherfolks any old day in the week. And so, with these things occurring, as the result of the depression, it really looks as if Marthas Vineyard is coming out of it, better than she went in. The actual cash profit has already begun to trickle in this season, and there is every reason to believe that what has been done now, and what is in the process of being done, will set up our financial back-stays to a point where we can keep our bearings without any great uneasiness or worry.

This is right in line with the predictions of the old-timers, who long ago swore by the great hook-block that the depression was a visitation of natural wrath to punish all hands for over-doing things. And they have always said that we would come to top-water, with all the barnacles scraped off, ready to make better headway than before.



Capt. Jos. Mello on the "Natalie S.", of Gloucester, which is equipped with a Hathaway scallop winch.

The Requirements of Successful Pound Fishing

Investment of \$559,000 in Nets in Maryland

New Size Mesh Becomes Effective

By Edward Bowdoin

THE shad and herring season in Chesapeake Bay, below Poole's Island (except Potomac River), began February 1st, because it was found that herring were coming into Maryland waters in February. In the Potomac River the season remains the same—March 1, to May 31,—which is also the season for Chincoteague and Sinepuxent Bays, while in the Bay and its tributaries above Poole's Island the season begins March 15 and ends June 10.

With the opening of the season new size mesh in nets become effective, all nets with mesh less than two and one-fourth and two and one-half inches being unlawful.

During the Winter months the fisherman has been busy working on his poles, nets, and boats. The poles must be sharpened at the butt end and skinned of their bark for most of their length. The nets must be mended in weak places and thoroughly tarred. Boats must be painted, engines and all kinds of equipment overhauled. About the first of February the fisherman tows his poles out to his location off the coast and puts them down with a six hundred-pound pile driver if the bottom is hard, works them down by hand if it is soft. Putting down the poles is the hardest work of all; rough weather or calm, it is a stupendous task and tests to the utmost the strength and endurance of a skilled crew.

On the other hand, pound fishing requires considerable outlay in time, work, and money. Although the actual fishing is done in a few months of the year, much of the off season must be employed in preparations. Scarcely has the Summer fishing ended when the fisherman must go to the lumberman, perhaps thirty or forty miles away, in search of new poles for his next Spring's pounds. The poles are really young pine trees, thirty, forty, or even eighty feet for deep water pounds, which are cut and stripped of their limbs. They must then be hauled by oxen to navigable water, where they are made into rafts and taken in tow by the fisherman's workboat.

The pounds are made in the shape of a long-necked banjo; there is a round pound head out in deeper water and a long, straight stretch of nets inshore. The idea is that the fish, swimming up the bay with the tide, encounter the nets across their path and head out for deeper water. Following the net, they eventually land in the pound head and are trapped.

The fish begin to run about the first of March. During March and April the money fish is shad, though quantities of trout, herring, croakers, and other fish are caught.

Every day, in foul weather or fair, the fisherman tends his nets, aiming to reach them at the turn of the tide, when the current is slack enough to permit him to haul them to the surface and bail out the fish with a large dip-net. In stormy weather, only too prevalent in the early Spring, the fisherman has his hands full, battling with the wind and waves, also the cold, driving rains. And often his reward is an empty pound, for fishing is, after all, a matter of luck, and a man never knows but the shad may avoid his particular pound the whole season through, even though they are caught plentifully in pounds nearby.

Fog is another enemy, but it does not dismay the resourceful shad fisherman. As the woodsman knows his woods, so the bay is an open book to these men bred on the water. So intimate is their knowledge of the fishing grounds that every sound, every stake and buoy, every movement of the water, has for them an exact significance. They use compasses nowadays, but there was a time when they were dependent entirely on their sixth sense, their uncanny knack of finding their way through the most dense fog.

The shad run is over by May, but more and more fishermen are leaving their pounds down for the increasingly profitable Summer fishing, in which the formerly despised croaker (also known locally as hard-head) is king, and the spot is crown prince. Considered far inferior to trout (weak-fish) and spot by all who eat fish fresh from the water, the croaker, a hard, solid fish, has proved valuable in the market because of his superior shipping qualities. Each year the croaker brings a higher price and is a God-send to the fisherman.

The fish caught in the pounds are brought to Crisfield, and loaded in motor trucks and express cars for Philadelphia, Atlantic City, New York, and as far North as Boston. Several of the leading New York commission men have buyers at Crisfield. Each year the fish business grows, and run boats of all sizes and types leave this port for all points on the Chesapeake Bay and bring the fish here for shipment. Among the leading fish dealers here are: J. T. Handy Co., C. A. Lookerman, Wallace M. Quinn Co., W. L. Tull & Bro., Carol Dryden & Co., Milbourne Oyster Co., and Ralph Riffin & Bro.

According to the latest information there are operated within the State of Maryland 3,379 heavy nets valued at approximately \$507,000, and 3,609 light nets valued at approximately \$52,000.

Maryland Oyster Packers Seek Tax Relief

About thirty-five representatives of oyster packers of five counties met at the State House in Annapolis on January 11 and for more than an hour and a half sought means to obtain tax relief.

The only concrete suggestion advanced was for a moratorium of two years on the tax of ten per cent of the oyster shells collected. This was favored by Swepson Earle, State Conservation Commissioner.

Another variation of this plan was that the tax of 3 cents per bushel which is paid the State and which goes toward the support of the Conservation Department be reduced.

Mr. Earle acted as chairman of the meeting, with Wallace M. Quinn as chairman of the Somerset county group. N. R. Coulbourn, president of the Seafood Packers' Association of Crisfield, and George Harrison, of Tilghman Island, representing packers of Kent, Queen Anne's, Talbot and Dorchester counties, were present.

The Crisfield delegation was composed of Earl Dize, Arlie Sterling, W. L. Tull, Gordon Milbourne, Wallace M. Quinn, N. R. Coulbourn, C. A. Lookerman, Lloyd Riffin, J. T. Handy, William H. Dryden, and Charles W. Howeth.



The "Iva W.", owned by Capt. John T. Ward, of Delta-ville, Va., powered with a 60 h.p. four cylinder Atlas Imperial Diesel engine.

New Legislative Program

Virginia Oystermen's Protective Association Will Represent Every Branch of the Seafood Industry

A GENERAL committee to co-operate in the drafting of a seafood legislative program for presentation at the 1934 session of the General Assembly has been approved by the Virginia Oystermen's Protective Association. W. W. Rowell, chief clerk of the Virginia Commission of Fisheries, pledged the co-operation of the commission in drafting such a program.

The committee to work out a legislative program will be headed by President O. A. Bloxom, and its membership will be of a number in the discretion of the chairman. It is proposed to formulate, among other things, legislative proposals to provide adequate protection against pollution; rehabilitation; methods of fighting the screw borer and other oyster pests; and similar measures. It will represent every branch of the seafood industry, not being confined to the oyster business.

In his annual report, President Bloxom said the oyster industry had not lost as heavily as industry in general and had no bread lines.

Vice-President Curtis, pointing out the fact that a new governor would be elected in November, 1933, urged early action in backing a sympathetic candidate.

Mathews County Coming Back

With characteristic courage and a spirit of cheerful determination Mathews County's fishermen are going forward with preparations for the Spring shad fishing and for what many believe will be the most successful of recent years for the industry.

While some firms have shown a profit each year through the depression, many have lost heavily from one cause or another for several years and the industry was admittedly in rather bad shape at the close of the last season.

It is believed that there will be only slight reduction in the number of nets set. Some firms are cutting out one or two nets, but the number put down will be greater than was predicted at the close of the season last year.

There is a very noticeable spirit of optimism along the water-front at this time. Pinched by lack of capital and missing the almost unlimited credit of a few years ago, the fishermen are far from downhearted. Realizing they are in a hole, they are going about the business of pulling themselves out, with the same smiling courage they invariably bring into play when called upon to salvage a pound net wrecked by a storm. All signs point to gradual recovery of the industry.

Gwynn's Island Packing Plants

The Great Atlantic and Pacific Tea Co. and the Gwynn's Island Operating Co. are occupying a pier owned by Mr. Nathan Hirsch, of New York, located on Milford Haven.

The Great Atlantic and Pacific Tea Co. is buying oysters and clams at present. The raw product is put through a modern packing plant, packed in sanitary containers and shipped to the Company's stores through Baltimore and New York.

Capt. W. J. Godsey with his motor boat, the *Wanda*, makes on an average of two trips a week to the lower James river bringing back 100,000 clams. These are graded according to size and shipped via bus and boat to Northern points.

Approximately one hundred and fifty gallons of oysters are shucked daily. These are packed in gallon cans and shipped. Two grades are being put on the market, standards and selects.

According to A. Sinclair Beattie and H. R. Murray, of Boston, in charge of the plant, "quality first" is the ultimate motive. It is the purpose of the company to put on the market seafood stock of superior quality and flavor only, accurately graded as to size. All products brought to the plant are carefully sampled by experts before any purchases are made.

The Gwynn's Island Operating Co. under the management of J. B. Donovan, of New York, is specializing in the "G. Win" brand of crab meat.

The can into which the meat is packed is lined with a vegetable lacquer especially prepared for the preservation of the meat. A patent has been applied for.

The dredge boat *Marva Kathryn* is supplying the crabs. Fifteen barrels can be cooked at one time in a huge boiler. John Forrest superintends the cooking. This product is all being shipped to New York.

No Depression on Chincoteague

Chincoteague Island, famous for its salt water oysters, lies four miles off the Virginia coast, surrounded on one side by the Atlantic ocean and on the other side by Chincoteague Bay. It is three miles wide and seven miles long, and every male of the four thousand inhabitants makes his livelihood from the water.

High on the docks of the bay front are piled thousands of bushels of oysters to be opened, packed, and shipped to mid-Western and Eastern cities. Some of the shells are piled sixty feet high and five hundred feet long.

When oysters began to be depleted on the natural bars, the people of Chincoteague turned to planting on private grounds, and now Chincoteague not only furnishes their own trade but supplies a large quantity of shell stock to Crisfield. Chincoteague oysters are salt and are gaining a reputation throughout the country, where the epicurean desires salt oysters.

Mayor W. N. Conant is a large oyster dealer and Capt. William Bunting is also one of the leading seafood dealers on the island.

Ships Oysters by Plane

An innovation in the seafood business was started by Capt. Frank Hill who has hired an ex-army aviator and his plane, and has begun to ship oysters by plane to Baltimore, and says he will extend his line to Pittsburgh, if the line to Baltimore is a success.

There are two large menhaden factories on the island, with a fleet of fishing steamers. There is no poverty and the people have not experienced the results of the depression as much as other sections of the country.

During recent years Chincoteague has been joined to the mainland by a system of five bridges and a hard surface road.



"Three Brothers", a 50 ft. boat owned by Capt. Harry Vreeland of Bayonne, New Jersey. The Monel Metal shaft, 2 in. by 8 ft. is in very fine condition after 70,000 miles in 11 years steady service. Shaft was installed in 1921 by Carlson & Son of Port Richmond.

Shrimp Business Warrants Marine Railway and Shop at West Augustine, Fla.

By H. L. Peace

THE Winter season of the Florida shrimp industry is again in full swing, the fleet of some 400 boats operating along the coast from Fernandina to Cape Canaveral. The center of the greatest activity is New Smyrna where approximately one hundred boats are fishing daily, and where every available fish-house is filled.

Recommends Marine Railway and Shop

A report of the shrimp business at St. Augustine was given City Manager Eugene Master and City Attorney E. Noble Calhoun who recently recommended to the City Commission

Join Florida Fleet

The *Miss Jacksonville*, formerly a freight boat, has been converted into a shrimp trawler and is now fishing at St. Augustine. She is 43 ft. long, and has an 11 foot beam. She is owned by Capt. George Cocorise of St. Augustine.

The *Jennie R.*, 42 ft. flounder fisher of Long Island with her home port at Wildwood, N. J., has joined the Florida shrimp fleet for the Winter fishing season. She is skippered by Capt. John Alterman, who has flounder fished for the past 15 years. The *Jennie R.*, will return to Long Island in the Spring.

Designs New Universal Plate

F. W. Cheatham, of the Acme Machine Works, St. Augustine, has designed a universal plate, or ball and socket arrangement by which an exhaust pipe can pass through the deck of a shrimp boat without any fitting. This plate can be detached when working on the engine and the exhaust taken from the deck.

Shrimp Net for Michigan Firm

The Standard Hardware Company, of Fernandina, have just



Pier 5 of the City Yacht Basin, Miami, Fla., one of the piers which harbor the Miami fleet of deep sea fishing party boats. Photo by DeLaney & Beers.

the granting of a revokable permit for the building of a marine railway and marine shop in West Augustine, even if the building and zoning ordinances had to be changed to permit it. The figures were submitted from John Santos, one of the three largest shrimp dealers of the East coast, and show the magnitude of his business. The figures as reported are as follows: invested in boats and machinery, \$80,000 to \$90,000; payroll, from \$1,000 to \$3,000 weekly; seven boats owned and ten more under supervision; food bill, \$200 to \$300 per week; ice bill, \$200 to \$400 per week; repair bill, \$200 to \$250 per week.

Catches and Trucks Own Shrimp

E. J. Hartley, of St. Augustine, has found a new channel for marketing shrimp. Mr. Hartley has just launched a new shrimp boat, and will truck his shrimp throughout the state. He will cater to the restaurant and hotel trade. This is the first case reported of a dealer owning his own boat, catching and trucking his own shrimp. However, if properly conducted, this should prove profitable. The new boat measures 32 feet and was built by the Zeigler boatyard of St. Augustine. She is powered with a 40 h.p. Palmer.

New Construction and Repairs

The shrimper, *Envy*, 46 ft., owned by Felice Galino, St. Augustine prawn dealer, was on drydock at Zeigler's yard for a new wooden rudder and general repairs.

The Nassau Shipbuilding & Engine Company at Fernandina have just taken a contract for the building of a 65 ft. fishing boat. She will be powered with a 45 h.p. Fairbanks-Morse.

The *Marvel*, 43 ft., owned by the Kelly Fish Company, Fernandina, was on drydock at the Mike Tilikias boatyard last month. She was equipped with two 250 gallon fuel tanks.

shipped a 52 ft., 2 inch mesh shrimp net to McCann Bros., St. James, Michigan. This is said to be the first shrimp net to be shipped for use in Northern waters.

Fishing Party Boats at Miami

Of the several hundred species of fish that are daily hunted by the fleet of fishing party boats here, the most popular and interesting are sailfish and barracuda.

The sailfish is known to strike the bait with his sword first, then wait several seconds before taking the bait.

The barracuda is known as the tiger of the sea, being the fiercest and fastest fish in the ocean. It is said that the speed of a barracuda reaches 85 miles an hour at times.

The Miami fishing party boats are numbered among the finest in the world. J. F. Bander is dock master and keeps things humming.

Tyson Heads Panama Fish & Ice Co.

At the annual stockholders' meeting of the Panama Fish and Ice Co., held in the office of the company on January 16th, the following board of directors were elected: G. B. Tyson, G. M. Tyson, R. B. Moore and J. M. Sapp.

The following officers were then elected: G. B. Tyson, President and General Manager; R. B. Moore, Vice-President; Mrs. G. M. Tyson, Secretary and Treasurer.

Panama Fish Business Shows Sizeable Volume

Down on "Fish Row" in Panama City the figures of the catch for the year were fair in comparison with other years and other fishing centers.

A safe estimate of the catch for 1932 is given at 3,164,249 pounds. The average price received was about 3½ cents per pound, or a gross of \$110,748.71.

Mississippi Oyster Boats Use Engines and Sails

By Anthony V. Ragusin

THE Mississippi season for dredging oysters opened January 15, which will enable boats equipped with sails to operate. The oysters taken in this manner will be used principally as steam stock for canning purposes and should increase the activities in the industry. The oysters are reported to be in fine condition. The oyster beds, however, were not opened for power dredging, and this has drawn the protest of quite a number of captains operating power boats. Under the present Mississippi law, a boat may use its engines to go to and from the reefs, but must use sail while actually dredging.

Want Ship Island Buoy

Fishermen of Biloxi are signing petitions asking that bell or whistle buoy be placed at the Southern point of Ship Island Pass. This location is said to be a dangerous point and a number of boats have grounded there during the recent foggy weather. These petitions will be turned over to the Chamber of Commerce, which in turn will forward them with other data to representatives of this section in Washington for official action.

Unusual Catch

Evon Swetman, Biloxi fisherman, while fishing off the Back Bay bridge using a wooden minnow, landed what is believed to be a small tarpon about a foot long which is a fish rarely seen in these waters, being a native of Central American waters and which is seldom known to bite on a hook and line. It will be shipped by Mr. Swetman and A. V. Ragusin to Dr. J. N. Gowanloch, chief biologist of the Louisiana conservation commission. Baby tarpon are not known to migrate until they are about half grown. However, several fish greatly resembling a small tarpon measuring on the average of 15 inches were caught last year in the front waters.

Gasoline Blast Wrecks Schooner

A crew of five, blown from the cabin of the oyster schooner *Moonbeam* by a gasoline explosion, narrowly escaped serious injury Saturday, January 14th, from the blast and flames, which almost instantly enveloped the 60-foot vessel, burning it to the water's edge.

The boat was at anchor at Pass Christian about 300 feet from the Dunbar-Dukate Company pier and Captain Paul Cox, master of the vessel, and the crew were in the cabin taking coffee preparatory to putting out to the oyster reefs when a tank of gasoline exploded.

Nearby skiffs immediately rushed to the burning vessel, taking the five men to safety. All suffered slight burns, scratches and bruises, but required no other medical attention than first aid treatment at the office of a nearby physician, according to officials.

The *Moonbeam* was owned by the Dunbar-Dukate Company.

Louisiana Oysters Show Result of Cultivation

THE oyster industry of Houma is "pulling through" and with fair prospects of profits for most of the packers. Shipments are holding up in volume, though somewhat affected by the warm weather prevailing during the middle of January; yet the excellent quality of oysters which the leading packers are putting out has created a demand that has continued right on through warm spells. Never before have there been better oysters for sale than those found in some of the plants this season. These oysters show the result of cultivation, which has helped to create the large, buttery-fat richly flavored oyster, such as are found in the plants of the Houma Fish & Oyster Co., St. Martin Oyster Co., Gulf Oyster & Fish Co., C. Cenac & Co., Chauvin Brothers, Inc.



Three huge sea turtles brought into Biloxi to the C. C. Company operated by William Cruso. The young ladies, being connected with the seafood business, are not afraid of the turtles.

Sales of fresh and salt water fish are increasing, and there has been a more plentiful supply of late.

Urge Enforcement of Port of Entry Bill

Coordination of the Louisiana oyster industry with a view of getting better prices and improving conditions in the business was sought at a meeting of oyster packers at the court house Sunday afternoon, January 15, at which Walter C. Dwyer of New Orleans was one of the principal speakers. Mr. Dwyer has specialized in organization work and his services have been engaged for that purpose, it is said. Harvey Peltier, of Lafourche, State Senator for this senatorial district, also spoke, promising to assist in trying to get the Conservation Department to enforce the Port of Entry bill adopted at the recent session of the Legislature, which would compel fishermen from Mississippi or other states to register and to have their cargoes inspected and measured and to prevent the dredging of oysters by means of a drag in Louisiana waters by Mississippi fishermen.

The meeting went on record in favor of the enforcement of this law in the interest of the Louisiana oyster and shrimp packers, and called upon Harvey Peltier, State Senator, and Allen Ellender, State Representative, who was not present, to use their influence with the Department towards that end.



The three Johns of the shrimp industry. From left to right: John Santos, John Hardee and John Versaggi, all of St. Augustine, Florida.



The "Winthrop", owned by R. O'Brien & Co. of Boston. This trawler was built at the Fore River plant of the Bethlehem Shipbuilding Corp., and is equipped with a 350 h.p. Nelsco Diesel engine, Bethlehem winch, Kinney clutch, Exide Ironclad marine battery, Diehl generator, Worthington air compressor and Shipmate range.

Ten Years Ago in the Atlantic Fisherman

ONE of the most unusual catches of fish brought to Key West was brought in by the fishing smack *Heron*, on Feb. 2. The catch consisted of 25,000 pounds of drum fish, and Capt. Cates of the *Heron* stated that he could have brought in 50,000 pounds, but he was not certain that he would find a ready market for them.

Big shipments of Spanish mackerel were made to New York from Tarpon Springs, Fla. On one Saturday 96 barrels were shipped from that city, and the only reason the shipment wasn't larger was because the fish companies ran out of barrels.

The boneless herring industry was being conducted with more success in Eastport, Maine, and neighboring towns of Washington County than for several former years, and there was a big demand for the products turned out at the various plants.

The ebb tides of early February broke up the large formation of ice in St. Andrews Bay, sending it down to Eastport, Maine, where the tons of ice ripped and tore away thousands of dollars worth of weirs.

The Gloucester fisherman *Governor Marshall*, fishing on the Grand Banks had a very trying experience during a severe storm. When the storm broke it parted the vessel's cables and the craft was made helpless. The jib sail, jumbo sail, and riding sail were all run up and each one was immediately torn to pieces. Then the skipper ordered the main-sail and foresail hoisted but doubted that they would stand the strain of the wind. However, they did and with these two sails the *Governor Marshall* was able to make port.

The schooner *Elizabeth Howard*, known as the "White Ghost" since her record run from Emerald Bank to Boston in 31 hours, limped into Gloucester Harbor on January 27 after a trip which came very nearly being her last. She left on a halibut trip on January 1st, but absence of fish caused her skipper to go to Quero, where for nearly three weeks the craft rode gale after gale. Later the vessel broke adrift, her anchor dragged and she was being carried rapidly before the heavy wind. The following day the *Howard* sprung a leak, and the crew was forced to pump continuously until she came into harbor.

Why Shad Is North Carolina's Most Important Fish

SHAD is North Carolina's most important fish. The fourth biennial report of the N. C. Department of Conservation and Development states that for the period July 1, 1930 to June 30, 1932, 20,219,000 lbs. of herring were taken in North Carolina waters. Next in importance came croakers of which 15,232,000 lbs. were taken. Next in order of quantity came trout, of which production amounted to 8,235,000 lbs. But those 8 million and odd lbs. of trout were worth several thousand dollars more than the 20 million pounds of herring. To be exact the trout returned to North Carolina fishermen \$411,750.00 while the herring brought only \$404,380.

But see what shad did. North Carolina produced not quite half as many pounds of shad as trout; the shad taken in the two years amounted to 4,036,000 lbs.; but those shad returned to the fishermen \$807,200.00.

In the same two years period North Carolina produced 1,060,000 lbs. of sea mullets, 1,016,000 lbs. of blue fish, 1,005,000 lbs. of flounders, 1,005,000 lbs. of rock and 522,000 lbs. of catfish. The total production of all edible species for the two years was 63,418,800 lbs., the cash value of which was \$2,744,786.60.

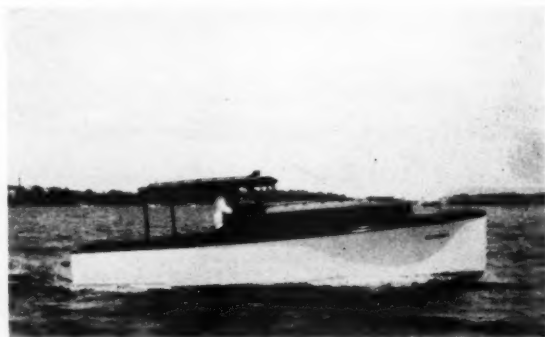
There was also the production of 171,500,000 lbs. of menhaden worth \$188,390.80.

Favorable Season Expected

In spite of last year's terrific March storm, in which thousands of dollars worth of nets belonging to Northeastern North Carolina shad fishermen were either badly damaged or swept away, the sounds of this section will be filled with virtually as many nets as ever when the shad-fishing season gets underway the middle of February. At least, such is the opinion of A. S. Daniels of the Globe Fish Company, one of the State's largest wholesale fish houses. He says that there is a general belief in the sound country that the 1933 shad season will be favorable.

Long Net Fishermen May Be Restricted

Operators of fixed nets at Salvo, Avon and other points down the sound are expected to come to Manteo shortly to confer with members of the Dare County Fishermen's Association in regard to their complaints of the operations of long net fishermen in that territory. Night fishing and the use of nets in excess of the 1,000-yards legal length are among the causes of the complaints by the gill netters who claim that their stakes and nets are often swept away by the night operations of the long net fishermen. They also allege that long netters, by hauling seines along the length of their fixed nets, have reduced their catches.



A 30 ft. fisherman's model designed and built by Mason & Sons, Annapolis, Maryland, and sold to Capt. D. N. Woolford of Edgewood, Maryland. Powered with a Gray Four-56. This boat has made 14 m.p.h. over a measured course of one mile, running the course both ways and taking the average of the two runs.

Nova Scotia Ports May Open to U. S. Vessels

Provincial Government Discussing the Removal of Obstacles

By M. Ryan

NOVA Scotia wants the business of supplying United States fishing vessels, and what's more the Provincial Government is doing its utmost to remove existing obstacles.

Recently Hon. Percy C. Black, Provincial Minister of Highways, who headed the Nova Scotia delegation to the Dominion-Provincial Conference had a long conversation with Hon. E. N. Rhodes, Minister of Finance, on the subject. Conferences were held afterwards with Prime Minister R. B. Bennett, and details of the proposed agreement were fully discussed.

Hon. Mr. Rhodes, who was formerly Minister of Fisheries, is well acquainted with the situation, and is thought to be in favor of such an agreement. Although no definite announcement was made following the meetings which took place in Ottawa, an early decision appears likely. Others supporting the proposition are Hon. John Doull, Attorney General for Nova Scotia; R. K. Smith, member for Cumberland, and George Killam, Yarmouth, N. S.

Provided the suggested changes are made, not only will beam trawlers and haddockers be permitted to secure supplies and bait in Nova Scotia, but the Bluenose ports will be thrown open to swordfishermen, mackerel seiners and halibuters as well.

Under existing regulations United States fishing vessels are not permitted to take aboard supplies of any kind at Canadian ports, unless it is a matter of necessity, and then only upon receipt of permission from Customs authorities. Supplies permitted to be taken aboard under these conditions are only sufficient to take the vessels back to their home ports.

Although beam trawlers would benefit only slightly by the proposed changes, it is a different story with the swordfishermen, haddockers, mackerel seiners and halibuters. In the past many trips have been cut short because of difficulties in securing ice and other supplies. Seiners have run out on their luck and have been forced to return with scant fares, as has also been the case with halibuters.

Now it is proposed to have these vessels take aboard supplies in Nova Scotia. Broken Cape Shore trips would then be practically eliminated.

Among the Nova Scotia fishermen there is a feeling of welcome for the United States craft which would be enabled to replenish their supplies in the Province. Many of the vessels out of Gloucester are manned in part by former Nova Scotians, and there has always been a spirit of friendliness between the fishermen of the Bluenose and New England fleets.

Col. J. L. Ralston, member of Parliament for Shelburne, Yarmouth, says that Nova Scotia ports should be opened to United States fishing schooners for the purchase of supplies, but without the privileges of trans-shipping fish. He advocates a trial for three months of such a plan, following which negotiations might be opened with United States for a new fishing agreement. Yarmouth fishermen, at a meeting, unanimously expressed their approval of this proposal, although they stated that trawlers should be barred.

The restriction against American fishing vessels storing up at Canadian ports forced the Boston dragger *Frances C. Denehy*, Capt. Gough, to curtail a recent trip. The dragger brought in 48,000 pounds of fish instead of the usual 75,000-pound catch. Two weeks previous, Capt. Gough had used the radiophone to arrange for repairs at Lunenburg. Later the *Denehy* sprang a leak and was forced to put in at Liverpool. Running short of provisions and oil when she was ready to sail and unable to take aboard needed supplies because of the Canadian laws, the *Denehy* returned to Brown's Bank and took as much fish as her limited supplies warranted and then returned to Boston.

Storm Did Great Damage in Nova Scotia

Nova Scotia was wracked by the recent storm. Thousands of dollars' damage was reported in several places along the Atlantic and Fundy coasts with fishermen among the heaviest sufferers. Shipping, as usual, bore the brunt of the gales and while countless small boats were battered and wrecked, at least one large vessel was in distress.

For the first time in memory, the great fog horn in Chebucto Head was silenced. For years the device had been warning ships of danger at the entrance of Halifax harbor, but a terrific Easterly gale churned up mountainous seas which swept into the engine room and put the machines out of commission.

New Brunswick Landings

By M. E. McNulty

FISH landings for the month of December in the province of New Brunswick showed a decrease. 2,727,000 pounds were taken, having a landed value of \$80,727, as compared with a catch of 3,173,900 pounds having a landed value of \$112,806 for December 1931. In order of value the chief varieties were smelts, lobsters, scallops, and haddock. Of these varieties the scallop only showed an increase. The catch of lobsters was considerably less than that for December 1931. 146,900 pounds were taken, having a landed value of \$19,732, as compared with a catch of 189,100 pounds, having a landed value of \$31,688 for the corresponding period last year. Weather conditions in the Northern part of the province were good for fishing, with the exception of the last week in the month when there was hardly enough frost. Windy weather interfered with fishing in the Southern part of the province.

"Alma Connors" Crashes into Rocks

Defective steering gear caused the big motorsloop *Alma Connors*, of the Connors Bros., Ltd., sardine fleet, to crash into the rocks near Leonardville when the craft was about to enter the harbour en route from Black's Harbour, N. B., recently. The bow of the craft was damaged considerably, it is said, and it will be hauled up for thorough repairs and re-conditioning.

Scallop Dragger Doing Well

Charlotte County scallop draggers have done pretty well during the Winter months, especially those who got into the game early in the season. New beds at the Wolves Islands and at Herring Cove yielded considerable shellfish, and forty boats were engaged in the work. The prices for the scallops from first hands ranged from \$1.25 to \$2 a gallon.

Would Improve Demand for Cured Fish

McCormack & Zatzman, fish producers, weir leasees, curers and shippers, of St. John, N. B., are endeavoring to improve the demand for cured fish, both smoked and salted (dried and pickled), in the islands of the West Indies, including Bermuda and Cuba. In addition to curing fish caught by their own men, this firm buys fresh herring, shad, salmon, gaspers, smelt, haddock, cod, halibut, flounders and pollock from St. John harbor and Fundy Bay fishermen.

Two Prominent Weir Fishermen Die

Death claimed two of Deer Island's most prominent weir fishermen, recently, namely, William Warnock, 60, of Stuarttown, one of the owners of the "Old Partridge" weir, located in the Irish Channel area, and Elmer Richardson, 72, a native of Richardson, Deer Island, but for many years a resident of Eastport, Me., and owner of "Sandy Island" weir and part owner of "Chatty's Point" weir, two of the best properties of the kind located in Charlotte County, N. B.

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The oyster boat "Emily Mansfield" owned and operated by the Mansfield Oyster Co. of Greenport, L. I. She is Gargoyle lubricated.

Prince Edward Island

By C. A. Dixon

ONE of the most successful oyster fishing seasons for some years past has been experienced in Bedeque, Prince Edward Island. This season has demonstrated the value of oyster culture, which has been undertaken by the Dominion Department of Fisheries, the beds showing an increase in production.

December Landings

The December catch of fish over at Prince Edward Island and the Magdalen Islands showed an increase. The total catch during December was 608,300 pounds having a landed value of \$17,490 as compared with a catch of 321,500 pounds having a landed value of \$13,691 for December 1931. There was an increase in the catch of eels, smelts, clams and quahaugs, and decreases in cod and caplin.

Lobstermen Meet

A gathering of seventy-five lobstermen from the South shore of Prince Edward Island, met at Charlottetown, the capitol of the Island, on Jan. 20th, seeking protection from "outsiders". They declared that during the last two years New Brunswick fishermen had been exploiting lobster areas off the South shore of the island, to which local fishermen, by mutual consent, had given a measure of protection, and in which a profitable industry had been built up. A resolution was passed asking the Federal Department of Fisheries "to adopt some regulation which will prevent such numbers of outside lobster fishermen from coming into any district as to detrimentally affect the operations and welfare of local lobster fishermen."



The shrimp fleet of the St. Johns Shrimp Co., of St. Augustine, Fla., of which Felice Galino is the manager, shown at Texas City, Texas. The "Ohio", in the foreground, is 45 ft. long, powered with a 30 h.p. Fairbanks-Morse.

Lunenburg Vessel Losses

By H. R. Arenburg

THE vessel owners of the Lunenburg fishing fleet that operated during 1932 are having their annual meetings and sending out balance sheets to the shareholders which indicate that operating losses of from \$1,000 to \$2,000 per vessel will be the average report of the fleet. These statements are made up without taxes or depreciation, the taxes up to this time being assessed to the individual owner, except in the case of joint stock companies, and depreciation is hard to put in a statement where there is a loss on operating. Of the fleet operating, four or five vessels will pay a dividend due to extra charters outside of fishing. In only one case will a vessel show an actual operating profit from fishing operations alone. The indications are that about 25 vessels will again start out this Spring, possibly a few more. If prices get a little better the fleet can operate successfully, and things point to an upward trend.

Benefit Association Shows Successful Year

The annual meeting of the Lunenburg Fishermen's Benefit Relief Association was held in the Council Chamber. This is a new association, formed during the past year for the purpose of undertaking the administration of compensation for fishermen. The association showed a successful year's operation. There were 23 schooners entered in the association during the fishing season. Only one fatal accident occurred during the year. There were several minor claims. The financial statement showed a very substantial reserve from the year's operations. The retiring Board of Directors, M. M. Gardner and Henry C. Winters, were reappointed. The meeting recommended to the Provincial Government that H. R. Arenburg, the Government's representative on the Board during 1932 be reappointed for the year 1933. The Secretary-Treasurer of the Association is G. B. Fraser.

Eel Grass Returning

Eel grass recently reported as having disappeared from off the coast of Nova Scotia is showing signs of returning. Unusually low tides at Centre East Pubnico have revealed a new crop about six inches long which attains full size within a year.

Smith and Rhuland Again Operating

The shipyards of Smith and Rhuland which have been closed down for a long time are again in operation.

Fitted for Halibut Trip

Schooner *Marguerite B. Tanner* fitted out at Zwicker & Co., Ltd., for a halibut fishing trip.

Badly Damaged by Storm

The schooner *Howard Donald*, Captain Guy Tanner, arrived in port in a badly battered condition as the result of the heavy gales which have been sweeping along the Nova Scotian coast.

New Fish Plant for Shelburne

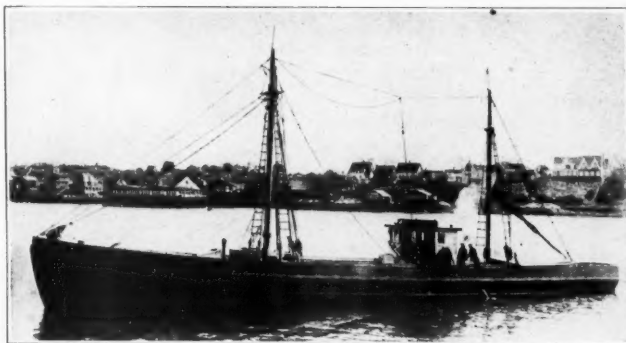
The port of Shelburne is reported to be in line for a new fish business. W. H. Smith, President and Manager of the Lunenburg Sea Products, was there recently making arrangements to carry on a branch of the concern in that town. The Company are expecting to operate during March or April using the Government wharf and will store much ice there. The fishing operation out of that port is increasing and it is expected that some fifty boats will be engaged.

Storm Plays Havoc at Lockport

The fishing schooner *Lucille M.*, broke away from her moorings and ran ashore, smashing into the fish meal plant. She was later hauled off by means of ropes in the hands of some of the fishermen. The *Lilly Bell*, of the Lockport Fish Company broke away, and running into F. W. Sutherland and Son's coal shed, caused considerable damage. Both these boats are now tied up at the Government wharf.

The high tides damaged both the wharves of the Lockport Fish Company, and the wharves of Swim Brothers, Limited. The *Shirley B. Corkum* arrived on the 26th with 40,000 pounds of fish but was not able to get into a wharf, and had to anchor in the stream.

WOLVERINE



One of 10 similarly fitted vessels owned in various Fishing Centers.

Fishing Boat "NATALE II"

Gloucester, Mass.

Ex-Subchaser, 110 ft. long—Speed 11 knots
150 H.P. 4-cycle "Wolverine-Diesel" Engine

**Positively Reliable, Simple in
Operation, and Cheap
in Maintenance—**

These are the features that appeal to
the fisherman and
The "WOLVERINE" has them all.

Write us for
Catalog No. 135 and Proposal

Wolverine Motor Works, Inc.

No. 1 Union Avenue

Bridgeport, Conn.

The Storm at Canso

By Cecil Boyd

ONE of the worst Easterly storms for years, accompanied by the highest tides seen here since the year of the earthquake, caused considerable damage at Canso and vicinity. Practically all the wharf properties along Canso harbor have been damaged in varying degrees, including A. N. Whitman & Son, Ltd., Leonard Fisheries, the Maritime Fish Corporation, and the former Portland Packing Company's wharf. A number of small private slips and piers were also damaged. As the fishermen had in most cases laid up their craft, there was little damage in this respect, only one boat, that belonging to Michael Rice, of this port, being reported as damaged. It is expected, however, that a large quantity of lobster traps may have been smashed, down at the Cape and other parts of the lobstering shore, where the record-breaking high tide may have reached them, piled up for the opening of the Spring season.

Want to Use Small Draggars

Fisheries Officials D. H. Sutherland of Halifax, and W. Fraser, of Pictou, were in Canso recently to meet officials of the United Maritime Fishermen, in regard to an application from the Nova Scotia Seafoods, Inc., to use small draggars in local waters for the purpose of procuring raw material, in the shape of skate and other small fish, for their Canso plant. This plant, which was formerly the Robinson Glue Factory, was secured last Spring by the Seafoods Company, and is in process of being fitted up for the manufacture of fishmeal products, such as stock food, poultry food, etc. The Company is desirous of experimenting with the use of draggars on local boats for procuring raw material, within the three-mile limit. The use of draggars, however, is prohibited within these waters, unless by special permission, and the Company

is endeavoring to get the Fishermen's Federation to approve these experiments.

Abandon Craft

Capt. Felix Hatcher and his crew of five men landed at Ingonish on January 18 in their dories, having abandoned their fishing vessel, the *Kathleen Joyce*, out of North Sydney when she caught fire, burned and sank.

The fire started in the engine room, and the captain and cook trapped there by the fire, were saved when the crew cut their trawls and took them off in dories.

The *Kathleen Joyce* was built at North Sydney two years ago, and was owned by Capt. John Hiscocks, of North Sydney.

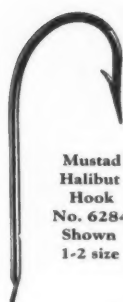


The "Grace F." of Gloucester, Mass., 95 ft. by 19 ft. by 8 ft., and powered with a 150 h.p. 4-cycle Wolverine Diesel engine.



"Right in shape, temper and finish"

The Hooks You Want for Better Catches



Mustad
Halibut
Hook
No. 6284
Shown
1-2 size

ON any grounds, close inshore or the farthest bank, quicker and bigger catches are made with Mustad Key Brand Fish Hooks.

Every Mustad Hook is made of the world's toughest hook steel, with keen, durable point and barb. All styles and finishes, with every modern improvement. Be sure to always get them.

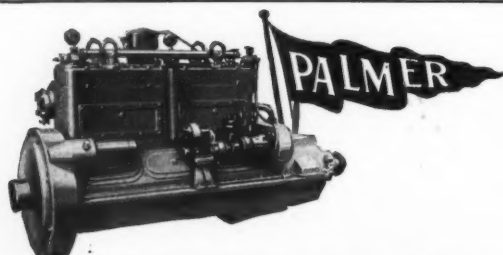
O. MUSTAD & SON, Oslo, Norway

World's Largest Manufacturers of Fish Hooks
Established 1832



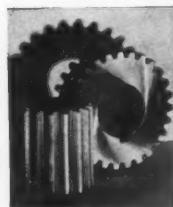
"The better
your hooks
the better
your luck."

Sidney R. Baxter & Company, Agents
90 Commercial Street, Boston, Mass.



GROUND GEARS in PALMER CLUTCHES

This great improvement, an exclusively Palmer Feature, is more than a refinement . . . it is a real economic advantage as well. These gears are silent because of hardness of the metal and the smoothness



of precision grinding reduce wear. The fact that Hardened and Ground Gears wear less means longer life for the clutch. Palmer, for 38 years, has adapted each and every proven advancement in design and construction . . . to produce the BEST POSSIBLE MARINE ENGINE.

PALMER BROS. ENGINES, Inc.

14 Water St., Cos Cob, Conn.

SEND FOR DESCRIPTIVE LITERATURE

New York Motor Boat Show

THE 28th annual National Motor Boat Show was held in the Grand Central Palace in New York from January 20 to January 28. Although there was some falling off in the number of exhibitors, the attendance showed an increase over previous years. The Show was a success not only from the angle of sales, but also in the interest shown by those who attended. Great credit is due the National Association of Engine and Boat Manufacturers, and especially Ira Hand, the Secretary, for their efforts in staging a Show which was characterized as the forerunner of renewed confidence and better business. Many of the exhibits were of interest to fishermen.

Amplex Manufacturing Co. showed six motors with rubber mountings; the Chrysler 4, the Chrysler Imperial, the Crown and the Majestic.

Armstrong & Galbraith displayed Red Hand compositions, of which they are distributors.

Atlas Imperial Diesel Engine Co. displayed their new "Atlasco" system of electrically operated fuel oil injection spray valve and high tension arc ignition by spark plug.

Barbour-Stockwell Co. exhibited a new panel containing tachometer, ammeter, oil pressure gauge, lock ignition switch and light switch. They manufacture the Reliance tachometer.

Bowler, Holmes and Hecker Co., Inc., made a showing of motor boat pumps and other specialties and equipment items.

The Buda M.A.N. marine Diesel engine, model DM6-17, which was described in our November issue, was displayed in the Buda exhibit. Among other models exhibited was the new model 6-DM-415 of 85 h.p. Of 4 inch bore and 5½ inch stroke en bloc, enclosed type, this new Diesel is in specifications a smaller development of the DM6-17. Both have the "shock absorber head" with after chambers which feed air to the combustion spaces to reduce pressures and produce practically complete combustion. Both have six cylinders. The "Fisherman's Engine" was also on display.

Casey Boat Building Co., Inc., had a display of models, photographs and tracings.

The Columbian Bronze Corp. showed their new type propeller stand, of their own design, which is suitable for dealers and holds 72 wheels. Also a bronze rotary pump, and a new gear lock transmission and reverse gear.

Columbian rope was used in the two comprehensive displays of the Sea Scouts.

The Durkee Company had a fine display of attractive hardware, Whitlock Cordage, and the S.O.S. distress signals manufactured by the International Flare-Signal Co.

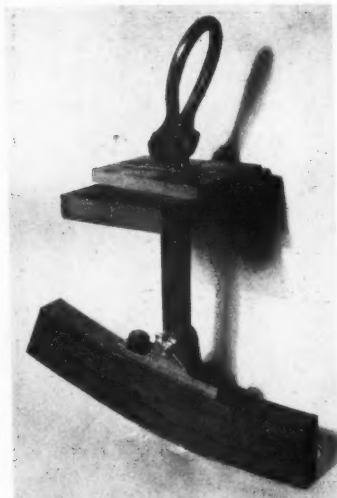
Fairbanks, Morse & Co. featured their four-cylinder 8¾" x 10½" direct reversible marine motor developing 100 h.p.; also a four-cylinder 6" x 6½" with built-in transmission; and auxiliary equipment including a two-cylinder Diesel generating set.

Gifford-Wood showed new models of the Midshipman II high speed and medium engines. J. L. Trenholm is Boston agent.

Gray Marine Motor Co. showed 9 motors including their new model "340", a six-cylinder 4 x 4½ motor of 339 cu. in. displacement, weighing 1,250 pounds, and delivering 23-88 H.P. at 600-2,600 r.p.m.

Hall-Scott's big attraction was the new white-enameled Fisher, Jr., direct drive motor, especially recommended for the commercial boat and fisherman.

The Hyde Windlass Co. of Bath, Maine, showed a new balancing stand and true pitch template for demonstrating the accuracy and precision with which Hyde propellers are made. They exhibited an attractive display of propellers, struts, stuffing boxes, stern bearings and rudder post quadrants. E. J. Willis Co. are Hyde distributors in the New York metropolitan area.



U. S. Coast Guard hoisting fittings. All metal parts are Monel Metal, forged or machined from hot rolled bar.

Since the nature of the Coast Guard's duties is such that it is necessary to launch its small boats more often in stormy weather than in calm, the greatest sturdiness possible is built into every detail of each craft. Here is the standard hoisting equipment by means of which the small boats are lowered and lifted from and to shipboard. All metal parts are forged or machined from Monel Metal bars to provide adequate strength and resistance to corrosion. This hoisting equipment was a part of the International Nickel Company's exhibit. This exhibit included a Monel Metal propeller shaft approximately 18 ft. long, and 6 in. in diameter. This shaft had a tensile strength of 90,000 pounds a square inch and a yield point of 70,000 pounds a square inch. In order to illustrate the close straightness tolerances, rigidity and perfection of the surface of the shafts made of this alloy, there was on display a device consisting of a small Monel Metal shaft driven through a magnetic clutch having an eccentricity gauge in contact with the shaft surface, which would readily indicate any whipping, lack of straightness, or imperfection of surface.

The International Paint Co. showed paints and varnishes for every marine use, including a special tropical, anti-fouling paint for steel bottoms, made to the original Holzappel formula.

Kermath and Kermath-Farr motors were displayed under the direction of President Fred Morgan and Sales Manager Henry Hellmuth.

Walter Kidde & Co., Inc., demonstrated Lux fire extinguishing systems for all types and sizes of boats.

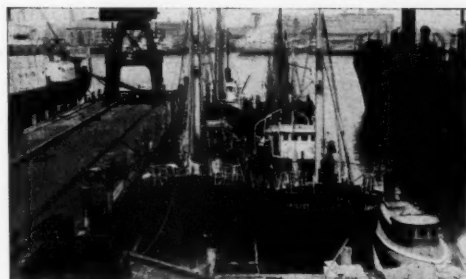
The Kilborn-Sauer Co. of Fairfield, Conn., displayed their line of marine lights and specialties. Robert R. Toe Laer has been appointed sales director of the Marine Department of the Kilborn-Sauer Co.

Murray & Tregurtha engines, starting on fuel oil and operating on fuel oil, were displayed in four cylinder, 65-85 h.p. 650-1,000 r.p.m., and six cylinder, 110-140 h.p., 700-1,100 r.p.m. models. They are not Diesels, but operate on ordinary Diesel and furnace oils, the Shore fuel oil carburetor-manifold processing equipment atomizing the oil without "cracking" or pre-heating. It is fired by electric spark plugs. No gasoline is used.

The New Jersey Paint Works' exhibit was enlivened by a model of the last cup defender *Enterprise* and another model of the schooner yacht *America*.

M. L. Oberdorfer Brass Co. exhibited marine pumps, back-fire traps, automatic sump pumps and self-priming centrifugal bilge pumps.

Trawler Repairs and New Construction



Four Trawlers undergoing repairs at Atlantic Works

Conveniently located on Boston Harbor, Bethlehem's FORE RIVER Shipyard and the modern dry docks and repair shops of SIMPSON WORKS and ATLANTIC WORKS offer the fishing industry unsurpassed facilities for the construction, repairing and reconditioning of trawlers.

BETHLEHEM SHIPBUILDING CORPORATION, Ltd.

General Offices:
Bethlehem, Pa.

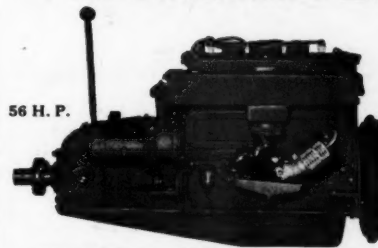


General Sales Offices:
25 Broadway, New York

Boston Office: 75 Federal St., Boston, Mass.

BETHLEHEM

"The Fisherman's Engine"



4 Cylinders:
22-48 H.P.
25-56 H.P.
6 Cylinders:
35-70 H.P.
40-81 H.P.
45-97 H.P.
49-101 H.P.
53-105 H.P.
60-111 H.P.
68-121 H.P.

All Models furnished with or without Reduction Gear.

BUDA "Hivelo" Series

Buda "Hivelo" engines are made strong and sturdy, and the facts speak for themselves. 3-inch crankshaft. 5 main bearings in four cylinder engines and 7 mains in the sixes. Chrome nickel iron cylinder block. Pressure lubrication to all main and camshaft bearings, to piston pins and reverse gear. Oil tight packing gland. Large double annular and end thrust ball bearings. Cast iron oil pan. Replaceable valve seats. Write for Bulletin No. 764.

Atlantic Coast Distributors:

Bowler, Holmes & Hecker Co., Inc., 259 Greenwich St., New York.	MacDonald Boat Yard, Daytona, Fla.
Rapp-Huckins Co., Inc., 138 Beverly St., Boston.	G. T. Backus & Son, Fort Pierce, Fla.
Johnson & Towers, 126 Arch St., Philadelphia.	Gas Engine & Electric Co., Charleston, S. C.
Willard B. Tull, 512 E. Pratt St., Baltimore.	H. E. Caulfield, St. Petersburg, Fla.
Thompson Fish Co., Key West, Fla.	Gibbs Gas Engine Co., Jacksonville, Fla.
Curtis Marine Co., 554 Front St., Norfolk, Va.	Forest E. Johnson, Coconut Grove, Fla.
Eau Gallie Boat Basin, Eau Gallie, Fla.	Peden Company, Houston, Texas.
	Higgins Industries, Inc., New Orleans, La.
	Daniels Bros., Ft. Myers, Fla.

THE BUDA COMPANY
HARVEY (Chicago Suburb) ILLINOIS
30 Church St., New York

WAITLOCK WATERFLEX CORDAGE

The Utmost In Rope Value

HAULING CLUTCH



For trawling gear on the small boat. Small, light, compact, three sizes, No. 1 up to 2000 lbs. lift, No. 2 up to 4000 lbs. lift, No. 3 up to 10,000 lbs. lift.

Can be stopped or started under load.

Write for particulars

KINNEY MANUFACTURING COMPANY
3541 Washington Street
Boston - - - - - Massachusetts

HATHAWAY Flax Packed Stern Bearings

A combination stern bearing and stuffing box. The entire bearing length is composed of tightly compressed paraffin impregnated flax packing. There is no contact between the shaft and the metal housing.

These Prices have been Reduced 10%

Size	Price
1"	\$ 8.50
1 1/8"	9.25
1 1/4"	9.50
1 3/8"	12.00
1 1/2"	12.00
1 3/4"	16.00
1 3/4" Extra Heavy	27.00
2"	36.00
2 1/4"	52.00
2 1/2"	72.00
3"	125.00
3 1/2"	145.00

also larger sizes

Prices F. O. B. New Bedford

Hathaway Machinery Co.

New Bedford

Massachusetts

Palmer Bros. showed a large engine equipped with a Morse straight lined reduction. It is their Green Witch Six, an engine normally developing 150 horsepower at 1400 revolutions. The reduction is 2 1/2 to 1. The change in speed permits the increase of the propeller from 26 x 20 to 38 x 34 and opens up all kinds of possibilities for medium speed engines to be used as power units in boats whose size and lines formerly required the heaviest type of equipment to get anything like propeller efficiency. This is very much in line with Palmer development. They have never built engines for extreme speeds but have always specialized in medium and heavy duty motors that dependably give the full rated horsepower under continuous operation. Another point of decided interest to potential users of this type of engine is that the Green Witch Six is made in both true rights and lefts. There is therefore no reason why twin screw jobs requiring economy of engine room space would not find these engines as the solution to their problems.



Photo by Rosenfeld.

The Palmer Green Witch Six.

Pyrene Manufacturing Co. displayed its line of fire extinguishers, manually operated and automatic.

Red Wing's exhibit included two new motors, in addition to six other popular models.

E. S. Ritchie & Sons displayed their line of compasses and nautical instruments, and the Dane Radio Compass and Direction Finder.

Scripps Motor Co. exhibit included a new model which develops 110 h.p. at 750 r.p.m., and is particularly designed to provide suitable power for commercial boats and fishing craft. This is one of the "150" series, and is model 154.

Smith-Meeker Engineering Co. exhibited Edison storage batteries, C-O Two fire extinguishing equipment, Universal generating sets, Hydroil oil purifiers, and other items.

The Standard Oil Co. of New York and the Vacuum Oil Co., Inc., exhibited a 50 ft. model of a bridge deck cruiser reduced to 28 ft., showing a half section with midship section cut away and a 6 cylinder Speedway engine installed.

Superior's 6-cylinder 9x12 direct reversing 260 h.p. full Diesel engine was exhibited. This engine weighs about 13,000 pounds, and has handwheel control. Glass windows were provided to afford a view of the governor, fuel valve wedges, camshaft, main bearings and crank shaft. Tachometer and pressure gauges, a centrifugal cooling pump located in a separate compartment, positive force feed dry sump lubricating oil system, mechanical injection constant pressure fuel oil system, and conservative brake mean effective pressure are features of this engine.

The Texas Company, manufacturers of Texaco lubricants, had an artistic display, in which one of the chief attractions was a running cascade of motor oil.

United American Bosch Corp. displayed American Bosch ignition specialties.

Universal Motor Co. displayed ten motors in all, including the new Blue Jacket Twin. H. Mikkelsen, Inc., are distributors for the Universal line.

Kelvin & Wilfrid O. White Co. showed their line of nautical instruments and marine speedometers.

Winton's exhibit was the new steel type model 204-8, airless injection Diesel engine of 500 h.p. at 1000 r.p.m., a straight eight with the main structural units of welded steel.

The C. A. Woolsey Paint & Color Co. featured their "Tali-Cop" anti-fouling green copper bottom paint, and displayed a number of test panels which had been in the sea off North Carolina for the last six months.

The above list of exhibitors is by no means complete, but includes those which were called to our special attention. If any item of interest to fishermen has been omitted, we shall be glad to call particular attention to it in our next issue.

Boston Marine Stores, Inc.

THE Boston Marine Stores, Inc., is now located at 222 State Street. This company is the New England representative of the Lidgerwood Manufacturing Company of Elizabeth, N. J., builders of deck winches, trawl winches, steering gears and cargo handling equipment; of the Ailsa Craig Motor Co. of London, builders of light weight fast running Diesel engines for marine and industrial use, and of Petters, Ltd., of Yeovil, England, the builders of heavy duty marine and industrial oil engines and of air craft. Francis A. Calden, recently with E. W. Bliss Company, is the manager of the Engineering Equipment Division, and among the directors of the company are: Andrew B. Sides, the former vice-president of the Eastern Steamship Lines, Inc.; John B. Leonard and Irving G. Hall, Jr., of John G. Hall & Co., Inc., the Boston shipping firm; and Francis Minot of Owen and Minot, the Boston naval architects and consulting engineers.

In addition to the marine machinery, the Boston Marine Stores, Inc., handle ship supplies and equipment, including Wall rope and Federal Composition and Paint Co. paint.

Celebrating Its Centenary

THE Cooper-Bessemer Corporation of Mt. Vernon, Ohio, one of the oldest builders in the United States of oil and gas engines, is celebrating its centenary. The foundation of this business was laid in 1833 when Charles and Elias Cooper built a small iron foundry at Mt. Vernon. The turn of the century found the Cooper Company and the Bessemer Gas Engine Company, across the border in the state of Pennsylvania, growing along similar lines, and they had so paralleled their activities in 1929 that the Cooper Company purchased the Bessemer Company, and the present corporation was organized. Beatty B. Williams is President.

A Corking Calendar

JUAN Sanjuame, manufacturer of cork floats for fishing nets has favored us with a beautiful and practical calendar made entirely of cork. It comes from San Feliu de Guixols, Catalonia, Spain.

Canadian and U. S. Shippers
For Best Results Ship Your Clams, Oysters, Lobsters,
Shrimp, Scallops, Shad, Halibut, Swordfish,
Flounders, Sardines to—

JOE O'NEILL

Commission Dealer
5 Administration Bldg. Fish Pier, Boston
Highest Prices Possible Daily Returns

S. RUSSELL WALKER

Manufacturer of

LOBSTER TRAPS OF EVERY DESCRIPTION

Write for our special 1933 prices

GREENBUSH Telephone Scituate 581-M MASS.

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SEND FOR FREE COPY ATLANTIC COAST
TIDE TABLES; FIGURES FOR EVERY HARBOR

TANGLEFIN NETTING



catches more fish

LINEN AND COTTON GILL NETTING
SEINE-POUND AND TRAP NETTING

MANUFACTURED BY
NATIONAL NET & TWINE CO. INC.

80 FEDERAL ST., BOSTON, MASS.

BRANCHES AT GLOUCESTER, MILWAUKEE, ERIE AND JACKSONVILLE

When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO
R. S. HAMILTON COMPANY
On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.

COMPASSES
Ships Compasses Dory Compasses
Special "FISHERMAN" Compass
E. S. RITCHIE & SONS
115 Cypress St. Brookline, Mass.
Phone Beacon 1271

"NET LIFE"

The perfect net and cordage dressing. Trebles the life of a net. Protects every strand. Easily and quickly applied. Treated equipment can be used within 24 hours. Very pliable. Contains no creosote. Will not hurt the hands. Soon pays for itself. Write for folder and full particulars.

SANDS PAINT MFG. CO.
TACOMA - WASHINGTON - U - S - A
Inquiry from Marine Supply Houses Solicited.

Acute demand for Shipment of Canned, Dried and Smoked Fish of all Descriptions

West African Firm principally engaged in Fisheries seek direct connections with Merchants and Exporters of CANNED, DRIED and SMOKED FISH of all descriptions.

Samples, offers and terms solicited

Cable: "COLONFISH"

Communications:

The COLONIAL FISHERIES, LIMITED

P. O. BOX 567, ACCRA

Gold Coast, British West Africa

Lobster and Other Small Boat Fishermen Midshipman II

Now available in three models ranging from 20 H.P. to 34 H.P. at 2000 R.P.M. to 3400 R.P.M., weighing only 205 to 225 pounds.

Midshipman II is the kind of a Marine engine that smiles at a squall and grins at a gale.

You can save space, add power and save dollars by buying a Midshipman II. Complete information sent free on request.

J. L. TRENHOLM
265 Atlantic Ave Boston, Mass.
Write for list of rebuilt engines from 20 H. P. up

The Fishing Gear Mart

Use this page to buy or sell any kind of Fishing Equipment. Rates: \$3.00 minimum; 75c per line. ATLANTIC FISHERMAN, Inc., Goffstown, N. H.

BARGAINS

Friendship sloops 28 ft. to 45 ft., \$400 and up. 70 ft. x 19 ft. 6 in. x 5 ft. fish boat, oil powered—would make good party boat, try \$4000. 35 ft. x 10 ft. 9 in. x 4 ft. 6 in. lobster smack, Scripps powered, \$350. 30 ft. x 7 ft. 6 in. x 4 ft. fish boat, converted motor, \$250. 35 ft. x 10 ft. x 4 ft. fish boat, Kermath powered, like new, \$1350. 45 ft. x 14 ft. x 5 ft. 6 in. fishing schooner, Lathrop powered, \$900. 62 ft. x 18 ft. x 6 ft. schooner, Palmer powered, \$1500, and many others. Marine engines reconditioned—we have them in oil and gas—all sizes. Also reverse gears, propellers, etc. Write us as to your requirements. KNOX MARINE EXCHANGE—YACHT AND SHIP BROKERS, CAMDEN MAINE.

WANTED

Fishing boat, 30-34 feet by 10-11 feet by 4-5 feet. 4 cylinder Palmer or Lathrop with starter. Swordfishing gear. Paul Beckwith, Freeport, L. I., New York.

WANTED

Sloop or schooner under 38 ft., suitable for conversion as pleasure craft. Deep, strong hull with power. Address Box GN, Atlantic Fisherman, Goffstown, N. H.

REBUILT ENGINES

1—150 H.P. Model M Van Blerck 1—85 H.P. Chrysler
2—W.S.M.—48 to 60 H.P. 1—10 H.P. Kermath
Several Bridgeports various sizes. All rebuilt and in first class condition. J. L. Trenholm, 265 Atlantic Ave., Boston, Mass.

FOR SALE

57 ft. long, 14-6 beam, quarters for 6 men. Full Ketch Rig. Fine boat for swordfishing, netting or dragging. Extra heavy construction. Can be made ready for fishing in two weeks. Price reasonable for quick sale. Casey Boat Building Co., Fairhaven, Mass.

1933 GRAY BARGAINS

Advance listing of nearly thirty Remanufactured and new 1931-32 Gray Marine Motors now ready.

"Four-30", rebuilt and guaranteed, \$260. "Four-50" Heavy Duty 4x5, guaranteed, \$378. "Six-40", 3 1/4 x 3 7/8, used six months only, special \$325. Gray Hispeed Eight, aluminum base, 130 h.p. completely rebuilt \$590.

Many others, both heavy duty and high speed styles, 15 to 150 h.p., some new at rebuilt prices, Free List. Tell us about your boat.

GRAY MARINE MOTOR COMPANY

672-A Canton Ave., Detroit, Michigan

To Meet the Demand for COMPETENT DIESEL ENGINEERS enroll now in the Diesel Correspondence Course

The only Correspondence Course in existence.
Supervised by authorities in Diesel engineering.

— STRICTLY PRACTICAL —

Apply now through:

ATLANTIC FISHERMAN
Goffstown, N. H.



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